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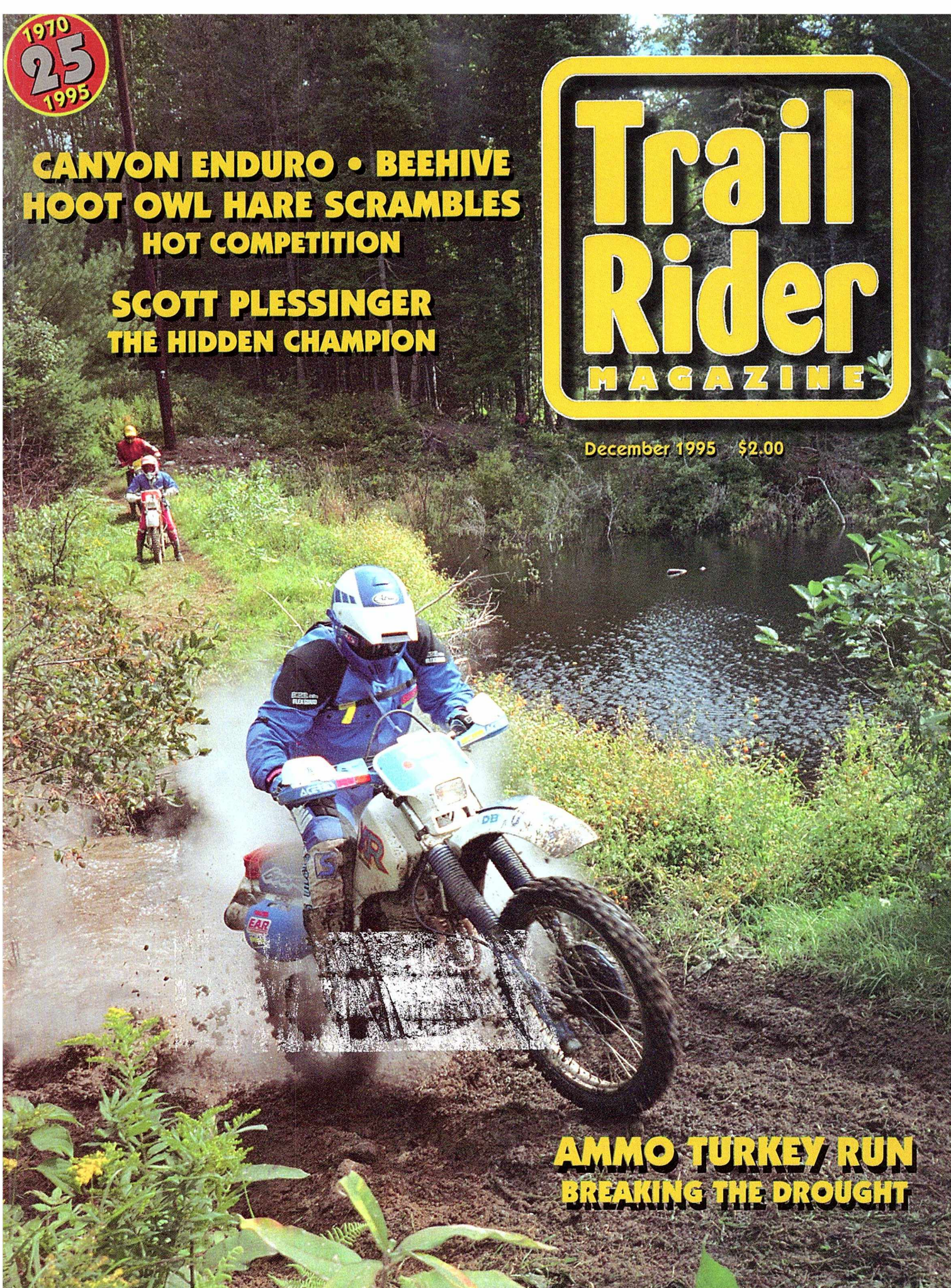
**SCOTT PLESSINGER
THE HIDDEN CHAMPION**

Trail Rider

MAGAZINE

December 1995 \$2.00

**AMMO TURKEY RUN
BREAKING THE DROUGHT**





Merry X-Moose

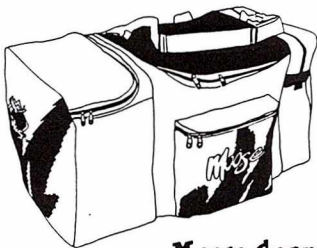
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Trail Rider MAGAZINE

On the cover: Dale Ploski, the Mad Mandolin Player of Sturbridge, victoriously roosts his way through a beaver pond during our ride at the Ammonoosuc River turkey run. Did we have fun? Doesn't this look like fun? This is what it's all about.

December 1995
Volume 25 Number 12

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Midwest Editor

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JUST PLAIN RIDING

- 24 Ammonoosuc Turkey Run**
New England's best early-fall ride

FEATURES

- 12 Monkey Butt**
History of dirt biking, volume 1
- 20 Scott Plessinger**
A few words with a quiet champion
- 26 Starvation Point 200**
Ripped off and recovered
- 30 Circus Maximus**
A last look at the Nevada Rally

COMPETITION

- 10 Hoot Owl**
A dusty day in Connecticut
- 14 Beehive Enduro**
Brush with Johnny Law
- 16 Kahoka National Hare Scrambles**
A day in the life of the national stars
- 22 Lembo Lake**
It's back again, and again and again
- 38 Canyon Enduro**
Excellent riding way up in Pennsylvania

DEPARTMENTS

- 4 Last Over**
Basic Maintenance
- 6 Eastern News**
- 8 The Rest of the World**
- 42 Yankee Trader**



Warning: Anyone harboring conspiracy theories around the content of this magazine is sadly deluded and should immediately visit a physician for a Prozac perscription. Trail Rider is a hand-to-mouth operation, and we are not capable of anything loftier than putting out a magazine each month as sloppily as we can. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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EASTERN NEWS

Banquet Deal

Remember that the banquet season is coming up fast, and the ECEA has a banquet ticket deal for you. For only \$100 you can get two banquet tickets, a room for the night and breakfast Sunday morning. The banquet is being held this year at the Radisson Hotel in Trevoise, PA. We're pretty sure that the event is happening on January 27, but after spending the last 45 minutes calling around trying to find someone who knows for sure—and not being successful at it—we'll tell you the correct date for sure in next month's issue. Without a doubt, you can probably learn more at your ECEA club meeting about the date and buying tickets, but you can also call the ECEA at (717)865-0601.

Less Sound

Looking over the last minutes of the ECEA meeting, we notice that they brought back a number of new rules from the AMA congress meeting. One of the most interesting was the rule that says all national enduros must have a secret sound check out on the course of the event, and the AMA sound limit will be 97 db. Interesting point, although 97 db is not all that quiet. No notice was made whether the AMA themselves will run the sound check (doubt it), and what will happen to riders that exceed the sound limit. It also brings up interesting images of people sneaking around in the woods with sound meters...we can't see what existing sound

Massachusetts Update

Everybody knows what the situation in Massachusetts is, right? The Department of Environmental Management has a proposal on the boards to ban motorcycle riding in state parks and forests. It goes a little deeper than that, but that's the gist of it. They appear to be incapable of listening to reason, and have been blindly going along ignoring all input opposing their bike ban...but rather than editorializing this one time, I'm just going to give you the facts.

The ultimate decision is going to be made after a meeting on November 30. Before that meeting we have to hammer everyone we can with letters and telephone calls to point out our opposition to the proposed bike ban. The ban appears to be DEM commissioner Pete Webber's personal vendetta, and it is going to do nothing for anyone, except make criminals out of a whole population of off-road motorcycle riders in the state. We must come forward in opposition to this ridiculous harassment, and we have to do it right now, before the deadline.

Everybody in Massachusetts, every NETRA member who rides in Massachusetts, and everyone who ever thought that riding in Massachusetts might be a good idea has to write some letters and make some phone calls. Now, you can call your legislators and tell them to come out in opposition to this proposal, or you'll vote them out of office. They are not easy people to get hold of—it's not in their best interest to be available to the public—but you can find their numbers by looking up "Legislative Services" in your telephone "government" pages and calling the number. Think of it as an interesting exercise in how your government works for you. Also, the latest NETRA newsletters have been a wealth of information on this subject, and if you don't have them you should call Jerry Shinnars at (203)875-5757 and get up to date quick. This is your last chance!

Next, you all have to write letters, as many as you can stand. In the October issue of Trail Rider we printed a list of state representatives you could write to, and you should refer to that for your next round of letters. As well, we have a list below that you should send letters to. This is a list of board members for the Massachusetts Board of Environmental Management. These are the people who dine at the same trough as Peter Webber, and they definitely need to be talked to. So send them a letter, give them a call, and let's get this trail-closing nonsense put to bed so we can all enjoy the winter, okay?

Robert A Durand
Chairperson, Natural Resources and
Agriculture
State House, Room 109-C
Boston, MA 02133
(617)722-1120

Michael P. Last
Board of Environmental Management
14 Cliff Road
Wellesley Hills, MA 02181
(617)542-6000

Theodore Ames
Board of Environmental Management
37 High Street
Pittsfield, MA 01201
(413)499-0596

Deborah D. Cary
Board of Environmental Management

16 Merriam Road
Princeton, MA 01541
(508)755-8899

Jeffrey Tranen
Board of Environmental Management
12 Whitridge Road
South Natick, MA 01760
(508)366-9011

Elisa Campbell
Board of Environmental Management
27 Pine Grove
Amherst, MA 01002
(413)545-1853

Ron Smith
Board of Environmental Management
20 Pease Terrace
Lee, MA 01258
(413)243-9813

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New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757
East Coast Enduro Association (ECEA)
RD 1, Box 2216
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Asc. (VETRA)

P.O. Box 136
South Pomfret, VT 05067

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Racer Productions (AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

Budds Creek Hare Scrambles

(301)475-2000
District 4 Enduro Comm.
(716)594-0384

AMA

P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider Alliance, NENYC

8 Komar Drive
Charlton, NY 12019
New Jersey Trails Conservancy (NJTC)
212 Cedar Street
Lakehurst, NJ 08733
(908)657-6338

District 6 Sports Asc.

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

SETRA

5165 Thompson Mill Rd.
Lithonia, GA 30038
Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive
Smithfield, VA 23430
(804)255-4620

regulations can't be enforced at the starting line. Without a doubt, it is a good idea to get your bike as quiet as you can. Not a whole lot can calm the greenies down, when it comes to motorcycles, but if they can't hear you, they won't see you. And if they don't see you, they might not complain.

Enduroize Your CR

Kevin Hines called to tell us he has a new price list out, detailing all the little things he can do to CR Hondas to make them truly enduro friendly. He has a whole list of CRE kits, ignition coils, wiring harnesses, fuel tanks and trick carbon fiber guards from Pirie Composites. He was also excited to reveal that the new CRE kit prices are lower, and if you've been considering turning your bike into a CRE, give him a call.

The CRE hot line is (508)295-0812; and yes, if he's not there an answering machine will pick up, but he promises to return calls quickly.

NETRA Blowout

We know for sure that the date of the annual NETRA awards banquet is January 20, partly because Clipper is emceeing it, and mainly because we just called Rita and Bob Young of the CATRA club to find out if they knew when the date was. They should, they're putting it on this year! It is January 20th, and it will be in Saratoga Springs, New York, at the Sheraton Inn. Nice place, nice little town, too. It will start at one o'clock in the afternoon with all the usual NETRA banquet festivities. They won't be having an auction this year, instead they'll have a flea market to benefit the NETRA

Legal Fund, and they hope that the format change helps speed things up. Last year the auction went on for six hours or more! So plan on bringing your un-needed gear and other goodies with you just like before, and help out NETRA's dwindling war chest. Full details on the banquet next month.

Winter Show

If you wind up with cabin fever early in the snow season, why not head on up into Canada for the weekend and go to the Canadian International Motorcycle Show, happening in Toronto at the International Centre on January 5, 6, and 7. It'll cost you \$10 (Can.) to get in, and that includes parking and kids under 12 are free. They have 400 exhibitors, all the '96 motorcycles on display, and all kinds of moto-related entertainment. For more information call (905)427-4201.

Cheap Trials?

Hey, are you looking for a cheap bike, but a good one? Are you into observed trials, or would like to be if you didn't have to spend \$7000 on a bike? Well, hang around, we just might have something for you. We received some information from RTX USA, a new manufacturer/importer of off-road motorcycles, most specifically trials motorcycles, but don't leave yet. They also offer a trail bike and an "MX" dirt bike, and what would you say if we told you they had the cheapest bikes going, using simple technology, but still had a decent machine? According to the press information, they offer a 125cc machine and a 212cc



machine in trials, trail and MX configuration, with price tags of \$2599 for the 125 and \$2750 for the 212, for the trials and the trail models. The MX machines go for \$2799 and 2950.

The trials bikes were the first machines built by the company, to fill a European demand for an inexpensive, simple, no-frills learner's bike, and the models were received with fairly good reviews. The RTX is made with a hodgepodge of parts from all over the globe, and don't be looking for alloy rims and disc brakes or water cooling at these prices—it just won't happen. But for a cheap playbike, this may be the wave of the future. We predict you'll hear more about the RTX machines; we've certainly needed them for some time now.

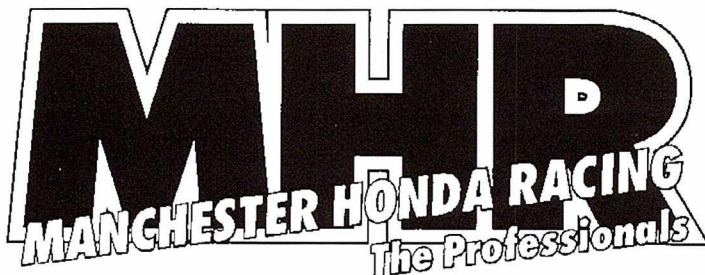
Sponsorships Available

AGV Helmets is looking for a few good riders to sponsor. In a press release to our office, AGV claims their sponsorship program is designed to help riders with their needs for helmets, "leathers" boots and gloves" and maybe they might mean road-racers only, but who knows. When you're looking for your sponsors for '96 get in touch with AGV at (301)695-5430, or fax them at (301)663-8950. □

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THE REST of the WORLD

Ty Davis Crowned

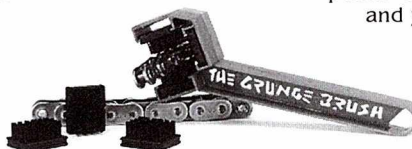
As predicted most all season, Ty Davis wrapped up the AMA National Enduro Championship with an overall win at the Texas round, just a week after the Six Days. Davis was no fool, he opted out of going to the ISDE this year, instead concentrating on keeping fit in national Hare & Hound races, Best in the Desert events, and local races. He went to Texas a week early to get used to the climate and terrain, while Suzuki teamsters Hawkins and Hatch (who was hobbling around on a broken ankle) got off the plane in New York after another disappointing ISDE trip and practically drove straight through to Texas. When the dust settled Davis had won, with a one point lead over Hawkins. Kelby Pepper was third on a Kawasaki, Steve Hatch was fourth, and Italian/Californian Davide Trolli was fifth overall. Of interest to us easterners, KTM's Mike Lafferty finished the event sixth overall.

This National Enduro Championship win is the first for Kawasaki, and according to Cycle News it's the first title for a Californian. Davis is definitely proud and more than a little relieved, especially since this opens his schedule for complete attention to Baja—don't ask us what or when, it's another SCORE Baja race. Because of this attention to Mexico, Davis sat out the Indiana national round and will not be attending the Delaware round (which is this weekend, as this is being written). We say

congratulations to him; he's a great competitor and obviously an excellent enduro rider, and his winning should finally dispel all the beliefs that no "desert rider" can hack it in the eastern woods.

Grunge Brush

Now here's something really neat. The Grunge Brush was designed by an admitted chain-cleaning fanatic, and if you don't like seeing last month's mud still clinging to your chain it might be just what you need. The Grunge Brush is designed with replaceable brush blocks that will clean the outside, top and bottom of your chain in one swipe (presumably, to get the inside of the chain you'd shove the brush in from the other side of the bike). The makers claim that it will work just fine on o-ring, non-o-ring, and bicycle chains, and it sells for a suggested retail price of \$9.95 each. To get one, see your dealer or call Simple Solutions at P.O. Box 61033, Sunnyvale CA 94086; (800)636-1919.



Do-Gooders in Indiana

Speaking of the Indiana national enduro, Randy Hawkins won the overall, which comes as little surprise, but the big ECEA news is that former ECEA champion Kevin Bennett finished second overall, and current ECEA champion Mike Lafferty finished third overall. Bennett was riding a modified Honda XR250, although we have heard that he is going to be competing on a brand-new XR400 at this weekend's Delaware enduro. Lafferty is campaigning one of those new orange KTMs, and although he tends to beat himself up for not winning the overall every time, he's doing great in his first year on the national circuit. Lafferty

could end the year in fourth, nationally, if he wins Delaware overall, which could happen. Otherwise he has a lock on fifth place, which is still great for his first season "on the road."

GNCC Closing Up

Also winding down to a finish this weekend is the Grand National Cross Country championship, that wonderful series brought to you by Dave Coombs and the entire Coombs clan. It is going to be a real nail-biter, and we wish we could be going there as well as Delaware...but it's not going to happen. Basically, Scott Plessinger and Scott Summers are tied with 154 points each going into this event,

and you know there is going to be serious carnage out on the course when things are that close. To make matters worse, three other riders are close enough to cause damage of their own—Fred Andrews has 152 points, Guy Cooper has 134, and Tommy Norton has 131. With 20 points available to the winner, you can see that three guys have a good shot at it, while Cooper and Norton could only improve their position if everybody else tangled and DNF'd. And anything could happen...we'll tell you what did happen next month.

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MotoWorld Schedule

If you've got cable, you have to watch MotoWorld. If you have ESPN 2 on cable, you've got to see MotoWorld 2. How and when? Here's the schedule for December, in the Eastern time zone:

MotoWorld: December 3, 10, 17 and 24 at 3:00 AM, 1:30 AM on December 31; and repeated at 5:00 PM on December 4, 11, 18, and 27. MotoWorld is also being repeated on ESPN 2 at 7:00 AM on every Saturday.

MotoWorld 2: December 10 at 5:30 PM, and December 24 at 5:30 PM. Repeat dates are December 4 and 18 at 2:00 AM, and December 26 at 1:30 AM. We've noticed that some of the TV mags and newspaper supplements are starting to run ESPN2 listings, so keep an eye on your local sources for programming changes.

Catalog O' The Month

This month we were pleased to receive the new catalog from Rider Wearhouse, makers of the Darien jacket and Aerostich road riding suits. Andy Goldfine, owner of the company, has been wanting to put out a retail catalog of all the sorts of things that would appeal to road riders, dual sporters, and motorcycle adventurers for a few years now, and this new catalog is evidence of his ultimate success in that



endeavor. As you well know, we do very little road riding here at TR, but even so, when the Rider Wearhouse catalog arrived it stopped all forward progress for the hour it took to pore through it. There's a lot of clothing, including gloves and footwear, and bags and luggage, and a gaggle of gizmos and do-dads that you may or may not need, but you'll love to read about and you'll also be happy that you now know where to find them when you need them.

Dirt bike bias or no, an hour with this catalog made us lust after a one-piece Roadcrafter suit. Why? Because it's there. You can get your own copy of the catalog for free; just call (800)222-1994 and tell them Trail Rider sent you.

Last Nevada Rally?

Having felt fortunate-if not somewhat sore-before about riding the Nevada Rally this year, I feel doubly privileged to have done it, since it now appears that 1995 may have been the last Nevada Rally. NO, there are no problems with the organizers, no problem with land-use or the BLM. "When we decided to

first do this," said Bill Berroth, president of Acerbis USA in a phone conversation in

mid-October, "We decided to run the rally for three to five years, and then look for something else. I'm not saying that the rally has run its course, because we might have one again in 1997, but for next year we're just going to take a break."

The things that are taking up Acerbis' time include a new building they are constructing near Santee, California, and the usual pressures of business at hand. Some of us will be jonesing for a major international event on these shores next year, but Nevada will not be hurting for racing. The Best in the Desert series is just as big as ever, and in addition Casey Folks, "trail boss" of the Nevada Rally, is busily working on his Vegas to Reno race, which will become a reality in '96. Vegas to Reno will be a truck and motorcycle event between the two cities, and is guaranteed to attract a lot of attention.

What's the long-term prognosis? "I wouldn't count on going to another Nevada Rally," said Berroth, because the chances are in the next year or so Franco is going to find something else, and I guarantee whatever race comes next it'll be just as neat. Ah well, it was fun while it lasted!

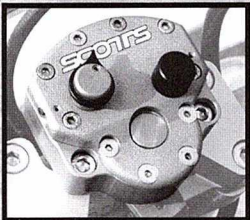
Continued On...

We have a lot more national news than eastern news this month, so if you haven't seen it yet look at the Eastern News section for more discussion of general stuff. There isn't that much news out here because all the racing seasons haven't closed up yet, and we don't want to guess what's going to happen, you know? Look for a lot of series racing results next month. □

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HOOT OWL

Welcome to the Dust Bowl!

By Cheri Alix

W. Gloucester, RI 9/3

Posted "NO SMOKING" and "NO CAMPFIRES." It had been more than thirty days since the last rain fall and fire hazard warnings were at an all time high. The once-nice grass fields and loamy woods sections were now nothing but dust. The club tried to water down a few sections but the pressure from the water hitting the ground was causing nothing but large dust clouds. Oh what a fun time to go racing.

The day's events were scheduled to begin at 9am. To the satisfaction of the large crowd of spectators the first race, the Minis, Juniors and Women, went off on time. Unfortunately, after the first two bikes hit the first turn the dust became overwhelming and no one could see the rest of the riders. This in turn made it quite difficult for the riders themselves. The start had them in a short field with a 100 foot straightaway that made two 90 degree zig zags, then went up and over a sandy hill and into the woods. The first few riders cleared the turns but the rest of the pack got stuck at the sand hill and each had to wait their turn as they one by one filled over. They all cleared the hill by the time the second wave got off but they left behind a large dust cloud that didn't settle until all the riders were well out of sight.

Once the riders did get into the woods the dust wasn't as thick. For the first race there were actually a few damp sections in the low lying areas. By the end of the first lap it was Yamaha 250 rider Doug Stroh, Jr. out in front with about a 30 second lead. He increased the lead on the second lap but a hard pushing Brian O'Neil closed the gap on the last lap, finishing only 19 seconds down in second place to Stroh. Both riders were putting in fast lap times, but the 7.5 mile course was taking the rest of the pack longer to complete than expected

ed thus pushing back the Novice start.

The 134 rider Novice class finally got off in a cloud of dust. By now, what might have been even partially damp in the woods had turned to dust. We could follow the riders through the woods by watching the cloud of dust rising above the trees. After one of the longest Novice races, lasting just under two

thirty riders entered, the starting area was filled to capacity. Once again the dust made visibility impossible before the first turn. The first two riders, Scott Phelps on his Yamaha 250 and Randy McCann aboard a Kawasaki 250, made it out of the pack unscathed. The rest of the front line had to eat dust. Each of the rows blasted through the first turn only to get stuck at the sand hill, filing over one by one with visibility at zero.

Once the dust in the start settled, we watched as it rose through the woods following the riders through the 8.5 mile course. Out in front with no dust to contend with was Scott Phelps, with McCann only 12 seconds behind. Not far off of the leaders was Steve Formanek, Jason Haines and Josh McLevy. After crashing three times within the first few miles, Yamaha rider Tom Norton was back in sixth place just behind Todd Levesque. By the end of the first lap Phelps and McCann were pushing it out front, putting over 40 seconds on third places Formanek. Moving out into the front of the Expert riders and into the top 10 were 250 A riders Kenny Law and Patrick Timothy. Law was able to stay in the top 10 through out the race, but Timothy started to fall off the pace going into the second lap and slowly slid out of contention.

After completing the first lap in 27 minutes, it was obvious that the 6 lap race was going to be very close to three hours. Not what everyone wanted to hear. The track at the Hoot Owl is a rough track, with lots of roots and rocks. The ever-decreasing visibility was making the track more and more treacherous. The second and third laps started to

take out casualties. The first one being Norton, who crashed hard in a rocky section smashing his hip and thumb. McCann also ended his day early after the third lap, leaving Phelps by himself raging out in front. Moving into second place was Formanek, down almost three minutes, followed closely by McLevy, PJ Peculis, and Levesque.

At the end of the third lap, most of the riders stopped to pit. Levesque had the fastest



Scott Phelps got out of the first turn dust and into the woods without a traffic problem, and held onto the lead until the finish. (File photo by P.C.)

hours, it was Honda 250 rider Kevin Dalaba taking the Novice High Point. Dalaba finished with over a four and a half minute lead over the next rider, Doug Hynick on his KTM 250. The dusty trail kept the riders spread out, causing stragglers to come in well after the originally scheduled one o'clock Expert race start.

After a 45 minute delay, the final race got the green flag. With almost one hundred

pit, getting out ahead of McLevy and Peculis and moving into third place. The race was now becoming survival of the most insane. More and more riders were pulling off after many near misses with trees, rocks and even unsuspecting spectators. Not being able to even see one's front tire caused a few riders to miss turns, going off the course. Hello, exit stage left! The dust was also causing a few people to have breathing problems. Nothing like having your nose filed with a shovel full of sand.

By the fourth lap, the field was running thin. The gap between the top ten riders was over 12 minutes. Even Phelps seemed to be getting affected by the elements with his lap times slowing down to over 28 minutes. The AA class had now dwindled down to only six of the original 11 riders. By the end of the race only five of the AA riders would complete the race. Levesque who was running in third place, collapsed from the heat and dust on the last lap only a few miles from the end.

Dirt Works rider Phelps held it out in front for the entire race, taking the checked flag. Down five minutes in second place was Kawasaki rider Steve Formanek, Jr., who had put in his best performance this year. Chris Crispin came in third, back another minute, followed by Dave Gunn and Peculis. Breaking into the top 10 early into the fourth lap was Expert Open rider Ken Valentine. Valentine finished sixth overall and took the Expert High Point.

After over three hours of racing and being one of only two Amateur riders to complete all six laps, Jeff Staples piloted his Honda 250 to win the Amateur High Point. Amateur 250 first place winner, Mike Myers,

Hoot Owl Hare Scrambles

Scott Phelps Yam

Overall Champion

Ken Valentine KTM

A High Point

Jeff Staples Hon

B High Point

Kevin Dalaba Hon

C High Point

AA

1. Scott Phelps Yam

2. Steve Formanek Kaw

3. Chris Crispin Hon

4. Dave Gunn Hus

5. PJ Peculis Yam

Junior

1. Doug Stroh, Jr. Yam

2. Brian O'Neil Yam

3. Andy Briggs Kaw

4. Derek Carpenter Hon

5. Scott Robert Hon

Mini

1. Jim Senecal Yam

2. Mike Peristere Yam

3. Derek Phelps Yam

4. Drew Carpenter Suz

5. Brian Sebben Suz

Women

1. Sherry Landry Kaw

2. Sally Harbor Kaw

3. Pam Minella Kaw

Novice 200

1. Chris Simpson Kaw

2. Garson Smith Kaw

3. Erik Dahl Kaw

4. Michael Poisson Yam

5. Richard Merrill Kaw

Novice 250

1. Kevin Dalaba Hon

2. Doug Hynick KTM

3. Robert Carlson Suz

4. Pete Byrne Yam

5. Scott Harwood

Novice Vet

1. Dewey Heichel Suz

2. Martin Griff Kaw

3. David Carrao Suz

4. Steve Sheppard Suz

5. Edward Manley Hon

Novice Four Stroke

1. Norman Labranche Suz

2. Aaron Castagna Suz

3. Dave Collins Hon

Novice Senior

1. Chris Fahan Hon

2. Larry Piers Suz

3. Paul Caouette Suz

Novice 125

1. Scott Fortini Kaw

2. Tony Arventos Suz

3. Larry Piers Suz

4. Luke Dawson Kaw

5. Rich Gentile KTM

Novice Open

1. Don Downes KTM

2. James Cordiero Hon

3. Steve Ostergar Kaw

4. Doug Walter KTM

Vintage

1. Richard Lariviere Ossa

2. Everett Decker Hodaka

Amateur 200

1. Robbe Perrin Kaw

2. Brett Costello Yam

3. Bruce Yull Kaw

4. Justin Spinney Yam

5. Dan Murray Kaw

Amateur 250

1. Jeff Staples Hon

2. Mike Myers Yam

3. W. Pendelton, III Hon

4. Bob Ricci Hon

5. Shane Burhoc Hon

Amateur Open

1. Jon Laramie KTM

2. Ed sekelslay Suz

3. Peter Matteau ATK

Amateur Four Stroke

1. Gus Bender Hon

2. Tim Nelson Hus

3. Bob Santheson Suz

Amateur Vet

1. Douglas Hanson Hon

2. Scott Raymond Kaw

3. Kenneth Held Kaw

4. Bill Riordan KTM

Amateur Senior

1. Victor Tishop KTM

2. Frank Ackerman Suz

Expert Open

1. Ken Valentine KTM

2. Doug McKinnon KTM

3. Tim Landry KTM

4. Jim Kirchner Hon

Expert Vet

1. Shannon Danylieko Yam

2. Roger Billharz KTM

3. Rory Eastman Hon

Expert Four Stroke

1. Kevin Paine Hon

2. Dave Simcock Hon

Expert Senior

1. Jerry Randall Hus

2. Steve Formanek Kaw

3. KJ Goodell Hon

Expert 250

1. Ken Law Yam

2. Arthur Menzel Kaw

3. Mike Lewis KTM

4. DJ Lis Kaw

5. Justin Provencal Kaw

Expert Super Senior

1. Steve Wilcox Suz

2. Bruce Wilcox Suz

Expert 200

1. Brian Tucker KTM

2. Craig Volkommer Suz

3. Jamie Prior Hon

was the only other Amateur rider to complete all laps.

This was definitely one of the toughest NETRA races this year. Anyone that finished

in one piece should be congratulated for being gutsy, or put in a straight jacket for being completely nuts. We'll let you be the judge. □

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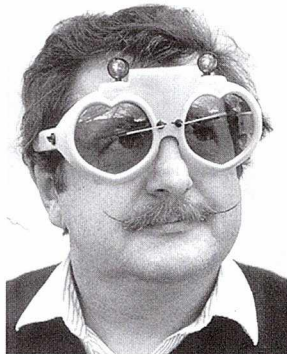
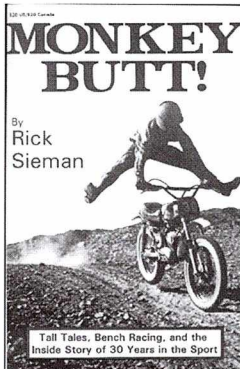
MONKEY BUTT

by Charlie Williams

Monkey Butt, by Rick Sieman; a.k.a. Super Hunky, from Dirt Bike magazine fame. Well, the new book felt good in my hands. A nice thick book, 600 pages or more. It made me feel smart, intellectual and well-read. I was proud to have this book in my hands at the bus station.

The new book answered questions I had forgotten I wondered. How to pronounce "Szylagi." Just what did happen to the Great Yellow Dirt Bike Truck? Questions I grew up with. When Dirt Bike was in its infancy, I was too. Locked in study hall, poring over every word in Dirt Bike. Screw literature! I want to be a racer! I too want to ride the 760 Maico! (I outgrew this.)

Hunky spent his life educating me. You too, if you've ever read Dirt Bike magazine. Monkey Butt chronologies the history of this magazine and of the man who made it possible. I didn't realize how many times the magazine nearly folded, or how much money it would make in its heyday. I didn't realize how political things can get in this tiny industry of motorcycling. I didn't fully realize the importance of the war waged by the BLM and the Phantom Duck, the Sahara Club and the Barstow to Vegas race. I just didn't remember or ever know these things. So on top of being entertained and reminded of simpler times I also learned something. I would pinpoint the lesson here but it would take 600 pages to explain it.



Thank you, Mr. Hunky, for the book; but mostly congratulations on living your life doing what you most enjoyed to do: ride bikes and tell stories. And tell stories he does, from excellent enduro adventures in western Texas to motocross on a golf course in Pennsylvania. From life-long friends and buddies to the evil, back-stabbing interoffice dealings in the magazine business. Then into the darkest cloud of all, the BLM.

I just didn't know. I didn't realize Hunky and the Duck were actually arrested, handcuffed, hauled in, locked up over protesting the BLM. I didn't realize how many hundreds of thousands of dollars were wasted fighting the BLM.

Money primarily donated by the motorcycle family. I felt closer to my motorcycle-loving brethren than I had for a long time. So I felt good about Hunky's book, but the most important thing to me is that reading this book has motivated me to start writing letters to our political leaders. I will start taking action in defense of my rights to use public land. Be it biking, hiking, climbing, skiing, rafting; Big Brother is locking us out of our own land.

So again thank you, Mr. Hunky, you made me laugh, you made me think, you helped me learn and you motivated me to do something positive for a sport I love. What more could you ask out of a book?

Monkey Butt is available from Rick Sieman, 4492 Camino De La Plaza, Suite 1251, San Ysidro, CA 92173, for \$20 a copy plus \$2 postage (\$4 postage in Canada). □

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BEEHIVE ENDURO

Competition Dirt Riders' annual family romp

by Mark Uth

Mauricetown, NJ 8/27

Remember the "good ole days" preparing for the Beehive Enduro? Pre-race preparations typically went something like this: Brush the dust and cobwebs off that air-cooled monstrosity that spends the most of its time in the corner of your garage. Drain the foul smelling liquid that ten or twelve months ago was a wonderful petroleum product, transported and transmogrified from some desert wasteland halfway around the world. With tank and carb emptied, pour in fresh non-RFG pre-mix. Load up and drive to Mauricetown. Show up at the starting line without a care or fear. No last minute running around getting bike registration and insurance papers in order. No worrying about your overused equipment or under-exercised body making it through the run. Just plan on you and three riding buddies having fun. Ah, the good old days. Sometimes you don't know what you've got 'til its gone.

Everyone came to Mauricetown in those days, but many racers lamented that the ride was too easy and didn't test their superior skills. CDR has some fast riders and this didn't sit well, challenging their manhood and the like. So, finally, last year the club answered those complaints with a split-loop course comprised of mostly fresh, tight single track trail, just what the racers were begging for. Ran an "A only" loop this year, too. Good trail—no doubt. Unfortunately, around this same time the NJ bike legality question came to a head as well. Coincidence? Mebee so, but none the less, a parade of problems (no pun intended) has marred the last two runnings of the enduro, perhaps making many years for the former years.

To counter bike legality questions that confused many last year, it was announced that a parade permit was secured for '95, which supposedly allows all bikes to participate regardless of registration and insurance status. Sounds good on paper. Unfortunately, a few riders didn't realize that a parade permit is not a license to kill, so to speak. More on this later.

Characteristic August weather greeted riders at the line, sunny and clear, perhaps a little cooler than it might have been the past couple of years. The daytime high just bested the 90 degree mark. Dry conditions throughout the summer kept the humidity down and made for some serious dusty conditions.

This year's course ran nearly the same split loop as last. Three loops, a special test section in each. The final loop split A and AA riders away from the rest and "treated" them to a grueling 13 mile trail section that had many a rider (this one included) wheezing at the end. The course weighed in at

around 80 miles for all. The A/AA loop was a couple of ticks more, while the B/C loop slightly less.

The first loop started with the well known paved connectors and included a short points-taking section. Riders were checked in via a secret check and checked out via emergency check. Jack Lafferty, Jr. and Jim McCommon faired best through the section, posting a pair of 3 point scores, Jack capturing the early lead on seconds. The 26 mile loop closed soon thereafter at the day's first gas available and a twenty minute break.



Overall winner Jack Lafferty is the winningest rider in ECEA history. He is a few points away from his eighth series championship.

The middle loop was a short 20 mile jaunt that also included a single special test sandwiched by checks, the latter being an emergency check-out. Two points was the score to beat here, posted by a handful of racers including Jack Jr., Hiles, McHale, Zurawski, Vanaman and upstart John Robbins. Again, Jack's score was best on the merit of emergency points.

After another gas available, the third loop loomed; providing a significant disparity, depending on which class you rode. Each loop started with a start control. However, while B, C and specialty classes were treated to a fine trail ride with a single potential points-taking section (which faster B riders zeroed), A and AA riders were stuffed into the aforementioned meat grinder section, which timed riders at a mid-section secret check and emergency check-out. This lengthy section saw many early leaders fade in the heat, as the double-whammy of checks served to lessen the impact of the morning loops. Not surprisingly, riders who

lasted the entire length of this section often moved well up in the standings.

When the loops rejoined, riders spent the remainder of the day timekeeping on trail and paved connectors. The obligatory jaunt through the dusty CDR gravel pit provided a short spell of timekeeping, after which points could have been taken. The raced closed with a tricky Frank Todash memorial secret check, which ended the race at the last possible before the known control, 3.2 miles out. As before, plenty of riders were burned and good finishes ruined, but at least this time they were able to drown their disappointment by bellying up to well iced containers of fermented beverage at the annual CDR post-race festivities. If ever there was a legitimate reason for ending a race early, this is it!

While riders quaffed, CDR set about the task of scoring the 550+ riders who started the event. This task was unfortunately eased as several dozen participants, riding on the day's last rows, never posted cards as a result of questionable interference by angry state troopers. It appears that not all troopers on duty that day were informed of the event, and as a result took a more than a casual interest in things. Some riders were soon observed speeding and/or performing "rolling stops" where paved connectors were used, and the police proceeded stop and cite offenders. Eventually, one particularly foolish rider decided to ignore the trooper's command to halt, and tried to elude them to boot. He never had a chance. This stunt was like poking a stick into a hornets nest, as the police shifted into high gear, checking paperwork and issuing citations with vigor. The aftermath was one rider spending the evening in the hoosegow, and many others ticketed, turned back and unable to ride. CDR obligingly refunded entry fees to affected riders although this was hardly a fair trade for those who missed riding and carried home state police citations rather than plastic trinkets.

Amid the fervor, results were eventually posted and the chore of handing out 200+ trophies engaged. Pre-race favorite Jack Lafferty, Jr. cruised to a one point victory, 24 to 25, over Frank Vanaman, and took home the Grand Champion trophy. Vanaman's fine posting was still good enough for the High Point A prize, besting his closest A class rival by two points. A trio of 27 point scores filled out the top five overall. Dale Hiles placed third by a narrow one second margin over fourth overall finisher John Robbins. Mike McHale was a few seconds behind them filling the fifth overall slot.

In B class action, 250 class riders Mike Bradway and Pete Wright diced for High Point honors. Bradway's 7/435 card bested Wright's 7/457 for the win. The High Point C trophy was claimed by "the other" John

Robbins with an 8/469, beating HPC runner-up Sean Tompkins's 9/567 card. In the specialty classes, the Women's class was won by Michelle Stretch, the best Dual Sport finisher was Bob Gomez, Joe Galie posted yet another Masters class victory, Anthony Ded rode a Kawasaki 450 to the Vintage class win, and in the fledgling Trail Rider class,

Rick Piascinski fared best.

It's a shame to see politics and police posturing cast a shadow on what was otherwise an excellent Beehive event. We know that the CDR guys worked hard after last year, trying to get everything in order, but it's apparent that some things just cannot be anticipated. None the less, thanks are in

order for the efforts put forth and best of luck with straightening out this year's difficulties. While things cannot possibly return to the ways of the past, we're sure (hopefully) that a happy medium can be attained to facilitate next year's event with all concerned. □

| | | | | | | | | | |
|------------------------|--------|------------------------|--------|-----------------------|--|-----------------------|--------|----------------------|---------|
| Beehive Enduro | | 2. Mark Spence | Kaw 30 | B 125 | | 4. Joe Kelly | Suz 10 | 2. Nathaniel McGuire | Suz 17 |
| Class Results | | 3. Craig Shenigo | Yam 31 | 1. Ed McGall | | 5. Scott Devecchio | Kaw 10 | 3. Bob Charlesworth | Hon 18 |
| Jack Lafferty Jr. | Hon 24 | 4. Larry Poplin, Jr. | Suz 31 | 2. Steve Fox | | B Senior | | 4. Rick Nelson | Hon 18 |
| Grand Champion | | 5. Bob Aldakimov | Hon 33 | 3. Craig Copeland | | 1. Kim Leary | Hon 10 | 5. Robert Stewart | Hon 20 |
| Frank Vanaman | KTM 25 | A Open | | 4. Steve Speak | | 2. Bobby Wilt | Hon 12 | C Veteran | |
| High Point A | | 1. Dave Groemm | KTM 31 | 5. Steven Brown | | 3. Jeff Parkin | Kaw 12 | 1. John Robbins | Hon 8 |
| Michael Bradway | Suz 7 | 2. David Jobs | Hon 32 | B 200 | | 4. John Diobilda | Kaw 12 | 2. Dan Garrison | Kaw 12 |
| High Point B | | 3. Byron Culbertson | Hon 32 | 1. John Parkinson | | 5. Michael Pratola | Suz 12 | 3. Chuck Honeycutt | Kaw 12 |
| Teams | | 4. Ken Law | Hon 32 | 2. Ronald Lucas | | B Super Senior | | 4. Bill Horseman | Kaw 14 |
| 1. Tri-County Hammer | 33 | 5. Cliff Tenney | KTM 34 | 3. Ed Sohayda | | 1. Robert Williams | Kaw 15 | 5. David Chambliss | KTM 15 |
| 2. CJCR Good | 37 | A Four Stroke | | 4. Sergio Bassani | | 2. Peter Wright Jr. | Kaw 16 | Women | |
| 3. Meteor #1 | 39 | 1. John Roeske | Kaw 31 | 5. Michael Lagola | | 3. Chip Kane | Kaw 17 | 1. Michelle Stretch | Kaw 52 |
| 4. SJER #1 | 44 | 2. Andrew Williams | Hon 34 | B 250 | | 4. Farrell Lord | Kaw 17 | 2. Marla Lombardo | Hon 335 |
| 5. OCCR Road Runners | 44 | 3. Mark Young | Hon 38 | 1. Peter Wright | | 5. Dave Verdetto | Hus 17 | Dual Sport | |
| AA | | 4. Erik Nijkamp | Kaw 39 | 2. Lawrence Petrongio | | C 200 | | 1. Bob Gomez | Suz 12 |
| 1. Dale Hiles, Jr. | Yam 27 | 5. Sam Deninno | Hon 41 | 3. Bryan Page | | 1. Sean Tompkins | Suz 9 | 2. David O'Sullivan | Suz 13 |
| 2. Mike McHale | KTM 27 | A Veteran | | 4. Kris Tompkins | | 2. Eric Corbin | Kaw 12 | 3. Rich Hobbie | ATK 16 |
| 3. Dennis Zurawski Jr. | Yam 27 | 1. Jeff Kirchner | Kaw 29 | B Open | | 3. Wayne Vandermark | Kaw 12 | 4. Wayne Lawrence | Hon 18 |
| 4. Craig Cossaboon | Kaw 28 | 2. Bob Schmegel | Suz 31 | 1. Tom Johnson | | 4. David Frazier | Kaw 13 | Trail Rider | |
| 5. Marc Grossman | Kaw 30 | 3. Anthony Tomasello | Yam 32 | 2. Brian Sworen | | 5. Jim Shainline | Kaw 15 | 1. Rick Piascinski | Hon 10 |
| A 125 | | 4. Kevin Kuenzer | Hon 32 | 3. Chris Fliegauf | | C 250 | | 2. Dale Freitas | Hus 14 |
| 1. John Smith | Yam 30 | 5. John Walter | Suz 35 | 4. Joe Sekellick | | 1. William Bechina | Suz 12 | 3. George Potts | KTM 14 |
| 2. Pat Emmons | Yam 32 | A Senior | | 5. Linwood Whildon | | 2. Doug Warfle | Hon 13 | 4. Dennis Zurawski | KTM 17 |
| 3. Bob Agonis | Gas 42 | 1. Scott Wolfersberger | Kaw 36 | B Four Stroke | | 3. Jerry Culbertson | Suz 14 | 5. Lindsay Pirie | Hon 19 |
| 4. Marc Gaertner | Hus 45 | 2. Dave Barlow | Kaw 37 | 1. Bob Kirkpatrick | | 4. Scott Gribble | Kaw 15 | Vintage | |
| 5. Greg Davies | Yam 48 | 3. Calvin Smith | 41 | 2. Phil Catlett | | 5. Harry Owen | Gas 15 | 1. Anthony Deo | Kaw 18 |
| A 200 | | 4. Dan Stoppi | Kaw 41 | 3. Bob Merkl | | C Open | | 2. Al Zabrowski | Hon 18 |
| 1. John Robbins | Kaw 27 | 5. Robert Stuart, Jr. | Kaw 42 | 4. Mark Hummel | | 1. Ted Ryan | KTM 12 | 3. Harlan Diem | Mai 26 |
| 2. Steve Reed | Kaw 32 | A Super Senior | | 5. Tim Hopkins | | 2. George Potts III | KTM 13 | 4. Steve Garagaso | Kaw 79 |
| 3. Jim McCommon | Kaw 35 | 1. Jack Lafferty Sr. | KTM 36 | B Veteran | | 3. Mike Meyer | Hus 13 | Masters | |
| 4. Brian Russell | Kaw 36 | 2. Charles Stapleford | Hus 45 | 1. Dave Maco | | 4. John Hagan | KTM 13 | 1. Joe Galie | Yam 16 |
| 5. Mark Marcin | Kaw 37 | 3. Roy Fliegauf | Hus 45 | 2. Bill Aaroe | | 5. David Sekelsky | Kaw 15 | 2. Bob Hoover | Hon 51 |
| A 250 | | 4. Rich Trader | KTM 45 | 3. Bob Kozacheson | | C Four Stroke | | 3. C. Edward Jolly | Yam 67 |
| 1. Steve Leatherwood | Yam 28 | 5. George Clickner | Hus 51 | | | 1. Charles Iliff | Hon 17 | 4. Willie Bataglia | Yam 83 |

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Plessinger Cooks At Kahoka National

Do they ever race in Missouri when it's not hot?

by Dan Anderson

Kahoka, MO 7/9

Scott Plessinger took advantage of a mix-up in course marking to scoot into the lead on the first lap at Round 5 of the AMA National Hare Scrambles Series, held at Kahoka, Missouri, in mid-July. Once in the lead he took advantage of a Rodney Smith/Scott Summers crash to extend his lead to more than two minutes, and held that lead until the checkered flag fell.

Plessinger admitted after the race that he hadn't planned on leading so soon in the race.

"I was sick with the flu all week prior to the race and really not feeling all that great today," he said. "Because it was so hot and humid I really didn't want to lead 'til the end if I could help it. It takes more energy to lead, so I wanted to stay close to the front, save my strength, and maybe make a run for the lead at the end. But when I had the chance to take the lead I did, and it worked out real good."

Rodney Smith got the holeshot and led the other 270 riders into the woods with Plessinger and Summers close behind. A misplaced course-marking banner confused Smith and allowed Plessinger to rocket past.

"I've been sick since the Oregon race (two weeks previous), and haven't trained a bit," said Smith. "I didn't even feel strong enough to walk the course yesterday, and it cost me the lead."

ATVs had raced on portions of the hare scrambles track on Saturday, and someone forgot to remove a banner that had blocked off a sec-

tion of the motorcycle track. Smith, confused by the banner blocking his path, veered off course, allowing Plessinger to blast past and take the lead. Smith quickly recovered and jumped back on course just ahead of third place Summers.

Smith charged hard and was reeling Plessinger in when he tagged a



Plessinger got out in front and literally never looked back. The first time he saw Summers and Smith was at the finish line.

the trail before I got there, and I got there sooner than he expected. We both went down, and then he and I were both kicking like crazy trying to get going before Scott (Plessinger) put too much time on us."

Plessinger was waiting and listening for Smith and Summers to overtake him, but it never happened. When his pit crew informed him that he had a 30-second lead, he decided to take advantage, build a lead, and then back off and conserve his strength.

"I got right after it for a couple of laps, built up a little more than a two minute lead, then sort of backed off to see what would happen," he said. "Nobody challenged me for the whole race, so I backed off even more on the last few laps and just cruised."

Smith and Summers desperately wanted to challenge Plessinger, but circumstances thwarted their every attempt. Summers had trouble with a couple of energy-consuming crashes and Smith, still weak from his bout with the flu, was kept busy trying to keep Summers out of second place.

Smith eventually put nearly a full minute on Summers to take that second place trophy, but never got closer to first place Plessinger than two minutes.

"Between the heat, the humidity, and the rough track, this was a tough one," he said. "The trail really rutted out, lots of cross-roots, and it really beat me up."

"I have to admit," said Smith, "I sort of figured this race would be between me and



Dusty and hard, or muddy and wet, however you like it, they had it at Kahoka. Fred Andrews didn't finish after snapping his chain in the Missouri mud.

log and high-centered his bike. He jerked and heaved and finally managed to shove the bike off the obstacle...right into the path of the hard-charging Summers.

"It was an accident," said Summers, "Rodney was just trying to get his bike back on





Part of the course was awfully muddy, and the rest was as dusty as possible, a proper midwestern mix of terrain. Here, a local rider saws his way through a mudhole on the first lap.

Summers, and I was all set to use the motocross parts of the track to put it to him, but Plessinger got out in front and we could never catch him."

Local AA-riders Steve Leivan and Leigh Letellier, both from Missouri, used their "home-court advantage" to post top ten finishes. Leivan battled Letellier and Chris Thiele for the entire race and finally managed to push past them on the last lap for fourth place in AA, while Letellier took home sixth place honors.

"The track rutted up more than I expected and was really rough," said Leivan, "but I

like this tight woods stuff and I knew that if I stayed after it I'd do okay. I was at the back of the pack at the start and had to fight my way up front, then Leigh and Thiele didn't make things easy on the last lap."


"It was a fun race, a tough race," said Letellier, "but it would have been more fun if Leivan hadn't got past me on the last lap. I was having trouble

with the bike...it was cutting out a little on the top end like the ignition wasn't right." He grinned. "That's not an excuse, just a comment."

Two other national riders carded DNFs for the Kahoka race. Fred Andrews was last off the line with a two-kick start, then broke his chain far back in the thick Missouri woods. Pushing the bike back to civilization in the muggy heat left Andrews more than a little frustrated.


Randy Hawkins suffered a flat tire on the first lap, then stormed back from a three-minute deficit to get within one minute of the leaders, only to blow a head gasket.

"Yep, that head gasket was the only reason he (Plessinger) had a chance today," grinned Hawkins after he congratulated the winner. "I was really cookin' right up till it



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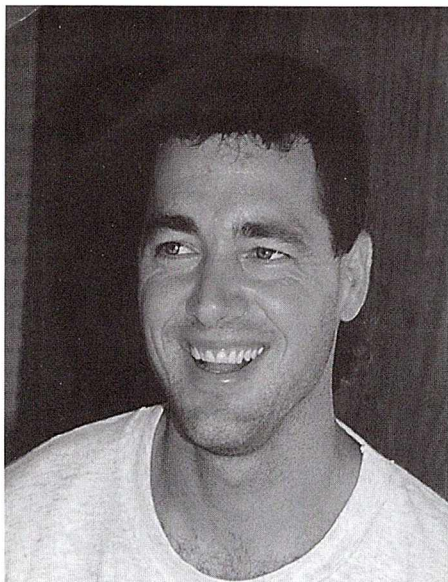
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Rodney Smith attacked on the start, but Plessinger got away and Smith never saw him again. He worked hardest at keeping Summers in third.

blew."

Hawkins' radiator was not the only thing to "blow" on that hot Missouri afternoon. Exhausted amateur riders littered the sides of the trail by mid-race. The water hydrants that race promoter Mike Burkhart has installed throughout the pit area/campground got a real workout during and after the race, and a nearby pond with diving platform was the only thing that saved many

riders from heat exhaustion.

But what do you expect when you race in Missouri in July...frostbite? The riders who braved the Midwestern sun and humidity knew it would be a hot, tough, race at one

of the better hare scrambles facilities in the country, and they got their money's worth. Hey, if they wanted it easy they'd be racing motocross....right? ☐

Kahoka National Hare Scrambles Final Results

Scott Plessinger KTM
Overall Champion

AA
1. Rodney Smith SUZ
2. Scott Summers HON
3. Jason Dahners KTM
4. Steve Leivan YAM
5. Chris Thiele

Open A
1. Richard Bryan
2. Bill Cavanaugh
3. Tanner England
4. Ken Watway
5. Mark Neff

250 A
1. Kenneth Yount
2. Chris Caplinger
3. Mike Havens
4. Barry Hawk
5. Kevin Borts

200 A
1. Kelly Getz
2. Harvey Whipple
3. Ryan Moss
4. Cory Parlin
5. Bryan Dixon

125 A
1. Tod Williamson
2. Eric Hillhouse
3. Mark Week

30-Plus A

1. Scott Martin
2. Dwayne Minch
3. Robert Kircher
4. Gary Hamilton
5. Tim Anderson

40-Plus A

1. Charles Theile
2. Roger Cerette
3. Brad Melick
4. Ron Less
5. William Devore

50-plus A

1. Everett Shinault
2. John Oller
3. Wade Summers
4. Ted Kilvington
5. Gorman Smith

4 Stroke A

1. Dan Bohn
2. Bersand
3. Chris Hutson
4. David Campbell
5. Mike Farley

Open B

1. Todd Reed
2. Robert Reed
3. Todd Van Middleworth
4. Ruford Hatsfield
5. Nick Crawford

250 B

1. Rodney Oller
2. David Gerbes

3. Carl Dobson
4. Ben Haub
5. Tom Farris

200 B

1. Mike Zintz
2. Tom Hendricks
3. David Long
4. Scott McBurndy
5. John Gibler, Jr.

125 B

1. Jamie James
2. Shane Harmon
3. Jeffrey Koniak
4. Brock Busenbark
5. Andrew Cosby

4 Stroke B

1. Mike Windmann
2. Doug Hugeback
3. Alan Gross
4. Raymond Devlin
5. Cornel Porter

30-plus B

1. Steve Cochran
2. John Banes
3. Neal Soeksen
4. David Vansant
5. Russell Weeks

40-plus B

1. Steve Zohacki
2. Wes Kendall
3. Jim Yount
4. Doug Donaldson
5. James Devereux

50-plus B

1. David Sanders
2. Allen Aubrecht
3. Harold Newell
4. Roger McKee
5. Warren Campbell

Open C

1. Mark Voepel
2. JR Hanson
3. Brent Scrivner
4. David Hill
5. Mark Bulkley

250 C

1. Paul Short
2. Lawrence Pirtle
3. Duane Rambo
4. David Stick
5. Casey Van Middleworth

200 C

1. Casey Michuta
2. Hal Wright
3. Matt Hannerling
4. Richard Brainard
5. Robin Carson

30-plus C

1. Robert Baumhoer
2. Butch Taylor
3. David Maestras
4. David Schweitzer
5. Dewayne Daman

Women:

1. Rebecca Lewis



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The Hidden Champion

Scott Plessinger may be off-road racing's best unknown winner

by Dan Anderson

Scott Plessinger is an excellent candidate for one of those credit card ads that start out, "Do you know me...?" He has been a dominant factor in AMA National Hare Scrambles and National Cross Country races since 1986, but few riders would recognize him walking down the street. He has

everybody's families...it's all pretty friendly. Sure, we may bump out on the track, but everybody knows that it's just racing, going for the best line, and we leave it on the track after the race is over.

TR: How did you get started riding and racing?

SP: I started out riding a little DS80 Suzuki when I was 10 or 11- years old around 1978. My older brothers raced, and that helped me get started racing. They both got hurt and quit racing, but I just kept after it.

TR: Why did you choose off-road racing instead of motocross, like most teenagers?

SP: I tried some motocross, but I didn't like sitting around all day just to ride for 15 or 20 minutes. I used to ride a lot of the local enduros back in '86 and '87, and did pretty well, but was frustrated because you don't get to go all out, all the time. That's why I like hare scrambles and cross country racing...you go all out for the entire race. You really get your money's worth of riding when you enter those races.

TR: In recent years your part of the country (southern Ohio) has produced some of the best off-road riders: You, Terry Cunningham, and Jeff Russell. Scott Summers lives just across the river in Kentucky. Is there something in the water?

SP: I think it's because we learned to ride on all sorts of terrain. Other riders specialize in rocks, or sand, or desert, because that's what they have to ride on. Around here, there's everything. In one trail ride you can hit rocks, sand, tight trees, open trees, and mud. Lots of mud. No matter what kind of riding we hit in a national race, we've practiced on it at home.

TR: Do you actually practice ride much between races?

SP: I can't ride every day because I burn out on it. I train every day by riding a mountain bike for around 10 miles, and I run four to six miles every day. I lift weights for endurance, not bulk, every other day. I built a motocross track near my home and I'll go out there and push myself on the jumps, just to see what I can do. And I've got a bunch of friends who come over and we'll

play on the track or go trail riding. They help keep it fun for me.

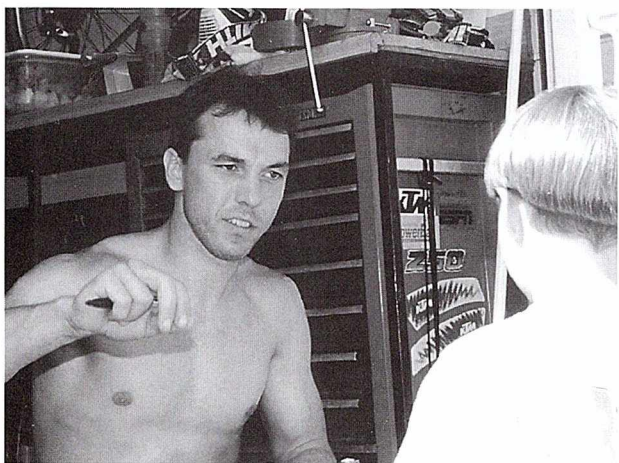
TR: Is training important at your level of racing?

SP: Very important. Training and diet. I've watched what I eat for the last four or five years, and it makes a big difference. I avoid red meat, eat a lot of chicken and tuna, and eat tons of fruits and vegetables. It's not the funnest diet, but I've gotten used to it. I may eat a hamburger the day after a race, but I can tell it for the next few days when I work out and train.

TR: If an amateur racer worked out and ate with you every day for a couple of years, would they eventually become as fast as you?

SP: (Long, contemplative pause) How can I say this without sounding cocky? Most of what helps me go fast comes from within me. Training, diet, and practice are really, really important, but that extra something that helps me win on a professional level comes from inside. I know guys who practice and practice but never get any faster.

I think riders at the top of the national ranks are more driven, maybe have some extra genetic ability that helps them go faster than the average guy. When I'm racing there is nothing else on my mind; I'm completely focused on winning, and I kind



Do you know me? Plessinger signs an autograph at a national, but he rarely calls attention to himself. This year he is in position for a dual championship with the GNCC and National series.

won 30 national races and three national titles, yet he has only recently received attention in west coast-based magazines via a series of photo-articles on riding tips.

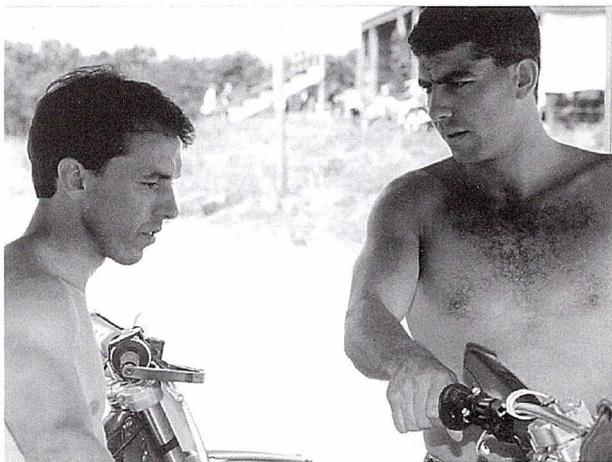
We interviewed the 27 year-old Plessinger just before the mid-summer break in the hare scrambles and cross country race schedules to find out how he has managed to keep such a low profile, despite such a high success rate.

Trail Rider: Does it bother you that, despite being one of the top off-road racers in the country, you aren't exactly a household name?

Scott Plessinger: Nah, I'm not in it for the attention. Scott Summers gets a lot of attention for what he has accomplished, and he should, and Rodney Smith gets a lot of attention because he's a motocrosser in off-road racing, and he deserves that recognition. They're both friends, so it doesn't bother me. It just makes it all the sweeter when I go out and beat 'em.

TR: You mention that Summers and Smith are your friends. All of the top off-road riders seem to get along pretty well, while the top motocrossers are always bad-mouthing each other. Why do you off- roaders get along so well?

SP: Oh, there's a couple of guys who have trouble getting along with each other, but I pretty much like everybody I race with. I talk with everybody before the races, know



Plessinger compares notes with Scott Summers. "We're all friends, no matter what we look like out on the track!"

of get that way when I'm preparing for a race, too. Maybe there's some physical/mental side to it too...I can be going down a trail at a pretty good clip, see a bottleneck, and somehow see an alternative trail through the woods and take it, all faster than I can think about it. It's hard to explain, because it's almost instinctive.

TR: One of the prices of going fast in the woods is crashes. You've had some nasty injuries over the years.

SP: Actually, I rode for a long time without

breaking a bone. Then in 1990 I was in a race in Idaho and crashed big time two miles into the race. I broke my left shoulder, separated my right shoulder, broke an ankle, and scratched myself up pretty good. They said it would be a year before I was back on a bike, but I went to therapy every day for five months and I was racing in six



Everyone agrees that when Scott Plessinger gets out front at a hare scrambles it is a lot of work to stay with him, let alone pass.

months.

Then, in '93 I tore up my knee and was supposed to be out of racing for six months, but was back in two. Last year I broke my ankle in January but only missed a couple of races. I guess I handle pain pretty well...

TR: You've been with KTM for several years. How did that come about?

SP: I rode for Kawasaki in '89 and won the national championship for them, but I didn't like the way they treated me after I won it. I figured they would call me and do something for the next year, but they never did, and it kind of irritated me. I said some stuff they didn't like in Cycle News and we went our separate ways.

So I called KTM and they were interested in doing something, and we've had a real good relationship ever since. I'll probably be with them until I get out of racing...they're good people.

TR: Without prying into your personal finances, what's it like to be a pro off-road racer? Can you make a living at that level?

SP: Oh yeah. My parents own a rental center, and I work for them when my schedule allows. I figure that in '94 I tripled the income I would have made if I had worked full-time at the rental center. KTM is good about my bike allowance...I've had five bikes so far this year. When I'm done with them I sell them and reimburse KTM. Selling them is easier than hauling or shipping them back to the company, and the local guys around here love being able to get a tricked out-bike.

All my sponsors are nice people. Right now I'm sponsored by KTM, Arai, MSR, Tsubaki, Duralube, FMF, Sunstar, Smith

Goggles, EBC, Bridgestone, K&K Cycle Supply, CEET, Acerbis, TwinAir, Pro Choice, Enduro Engineering, Wiseco, Boyeson, and Karcher.

TR: How long do you expect to stay at the top of hare scrambles and cross country racing?

SP: I feel like I'm at my peak right now. I'm riding smarter in the past year, maybe going a little slower in some spots, crashing less, but going faster overall. Experience is a real factor in this kind of racing. It takes a lot more than a strong right wrist to win these races. If I can continue my training and stay healthy, I figure I should still be winning championships for four or five more years.

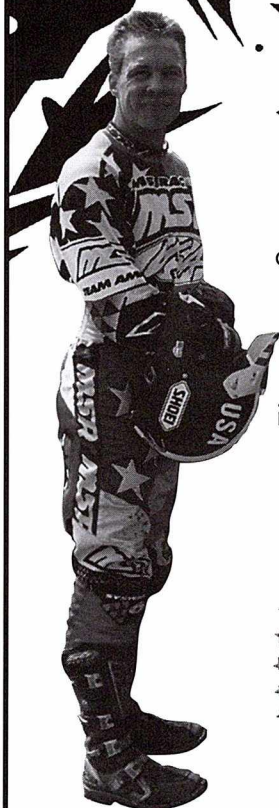
TR: And after that?

SP: I like racing, and I'm good at it. I have the intensity and drive to succeed, but it would be hard to start over in another form of racing. I've never been interested in other forms of motorcycle racing, like road racing or flat track. I think I would do good in car racing once I made the transition. NASCAR would be kinda neat...

But for now, I'm happy racing bikes. My family supports what I do, and my wife, Angie, and I are expecting our second child. (Make sure you mention how important it is for me to have a wife like Angie.) I get to do what I enjoy doing, I work with great people...It's a good life. The only things missing are more national wins and some more national titles, and I'm working on that. □

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The Return of Lembo Lake!

A two minute tale of 125cc apple orchard action

by Roger Billharz

Welcome race fans to Lembo Lake hare scrambles! Yes, it's back, after a two year hiatus since Tri State MC put on a hare scrambles at the famed Lembo Lake.

For those poor unfortunate souls who haven't had the pleasure of experiencing this track, here's what it has to offer. The course features apple orchards which resemble a Unadilla style grass track and some tight snotty woods. What a delightful mix, all of this on a five mile loop. What, you want more? All right! All this, and a trip on the supercross track, just for tickles.

Okay, enough of that.

The race was an AMA sanctioned event, and it featured a Mini and 80cc race in the morning. On a shortened course. Rory Finnigan put his KTM in the winner circle for the Mini win. Let's not forget Nathan Kanney who roosted away with the 80cc win.

Normally Tri State would've run the quads in the morning, before the Expert and Amateur motorcycle race. But, they decided against that. Many of us will savor this experience for years to come, for we were treated to virgin grass track in the apple orchards. Of course, all of you roost monkeys loved this, for sure, or so you said. For many of you, this is probably the first time you've truly felt like a man. For you I'm happy. As I write this, thoughts of my senior prom vividly flash through my mind. Well, that's another story unto itself. I won't bother to bore you with the details.

There was a fierce battle brewing for first overall between Fred Hoess and Todd

Levesque, both of whom were mounted on 125's. Hoess came around on the first lap in first, with Levesque hot on his fender. Literally, those two were freight-trained together. On the second lap, Fred pulled his Husky into the pits for some adjustments and Todd cruised by on his Yamaha. They stayed this way for the remainder of the race. Levesque finished one full second ahead of Hoess. Now that's racing!

Steve Formanek took the 250cc Expert win, when early leader Chris

Crispin pulled out with mechanical problems midway through the race.

Well, if you didn't make it to Lembo this time around, don't be bummed out. There is going to be another race this fall and it



Todd Levesque comes out of the apple trees in the lead, heading for the overall win at Lembo Lake. His win came after a real battle with Fred Hoess.

will be a NETRA sanctioned event. So be sure to mark it down on your calendar, 11/19/95. Reporting for Trail Rider this has been Roger Billharz and The Kid. See ya this fall. □

| Lembo Lake Hare Scrambles Class Results | | Four Stroke Amateur | |
|---|-----|-----------------------|-----|
| 201-250 Expert | | 1. Gus Bender | Hon |
| 1. Steve Formanek | Kaw | 2. Todd Lemin | Hon |
| 2. Ken Law | Yam | 3. Donald Anderson | |
| 3. Dave Gunn | Hus | 4. Larry Terwilliger | Suz |
| 4. P.J. Peculis | Yam | 5. Mike Gallagher | Kaw |
| 0-200 Expert | | Veteran | |
| 1. Todd Levesque | Yam | 1. Charles Insel | Yam |
| 2. Fred Hoess | Hus | 2. Steve Michalski | Hon |
| 3. Luke McNeil | Kaw | 3. Robert Carnean | Kaw |
| 4. Brian Barnes | Hon | 4. Chris Wyckoff | KTM |
| 5. Robbie Perrin | Kaw | 5. Charles Hinckley | Hon |
| 251-Open Amateur | | Senior | |
| 1. John Fitzpatrick | Hon | 1. Tom Marsh | Kaw |
| 2. Steve Anderson | KTM | 2. Jerry Lynn | Yam |
| 3. Joe Scarfi | KTM | 3. Paul Wilton | Yam |
| 4. Paul Schloesser | ATK | 4. Victor Tiship | KTM |
| 5. Chris Conklin | | 5. Dave Verdetto | Hus |
| 201-250 Amateur | | Super Senior | |
| 1. A.J. Snoop | Kaw | 1. Jack Schwarz | Kaw |
| 2. Rick Capson | Suz | 2. Alex Snoop | Kaw |
| 3. Gary Wahlstrom | Suz | Mini | |
| 4. Jon Choquette | Hon | 1. Rory Finnegan | KTM |
| 5. Justin Provencal | Kaw | 2. Andrew Ferman | Suz |
| 0-200 Amateur | | 3. Brian Holl | Suz |
| 1. Robert Cannon | Hon | 4. Sean Finnegan | Kaw |
| 2. Steve Deyo | Kaw | 5. C. Patennastro | Kaw |
| 3. Gene Scott | Suz | 80cc | |
| 4. Ed Chamberlaine | Hon | 1. Nathan Kanney | Yam |
| 5. Paul Vezina | Kaw | 2. C. Patennastro Jr. | Yam |
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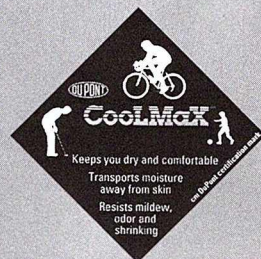


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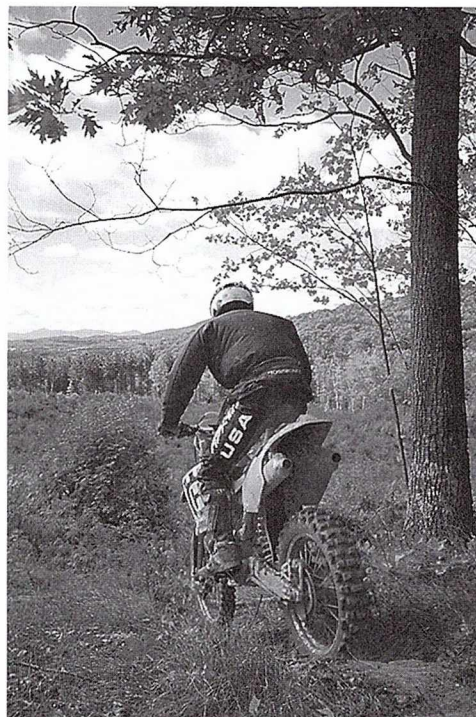
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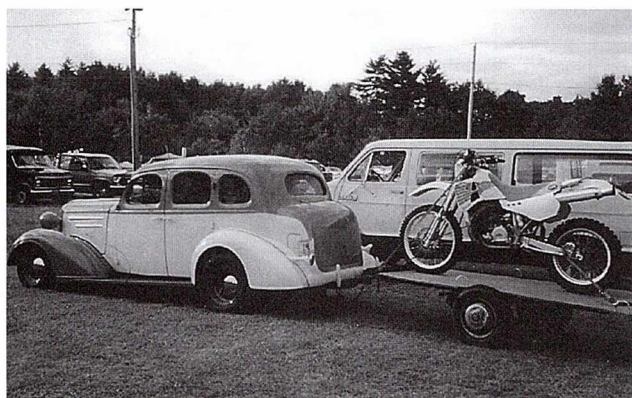
by Paul Clipper

It had been forty days and forty nights—at least—without rain in most of New England, yet as we wandered up Route 91 and NH Route 10 we were treated to actual water splattering down on the truck, and marveled that the windshield wipers still worked. After a summer like this one—weeks and weeks of extreme heat and high humidity, followed by Arizona-like heat and drought conditions—we were not only unafraid to ride in the rain, we were positively overjoyed by the prospect. To make the weekend completely perfect, we were not just heading up north for yet another enduro or hare scrambles. We were rolling all the way up to northern New Hampshire again, to ride the annual Ammonoosuc River turkey run, put on by the Norumbega Trail Riders.

The Ammo is one of those rides that you have to do at least once, and once you've done it you'll be likely to do it again. The limits of northern New England terrain winds up making the Ammo a definite fun run. You see, you are ultimately limited up north to the kinds of trails you can ride, by the trails you CAN'T ride. The easiest way to see this phenomenon for yourself is to park your car alongside the road next to a likely looking single-track trail, and walk in a ways. Chances are it might be good riding for a while, but sooner or later it is going to turn straight up, straight down, or



Riding right into the scenery in New Hampshire. You should see this photo in color...better yet, you should ride this event!



Now here's the perfect turkey run combo! We estimated attendance at the event to be about 200 riders. (Evelyn Lentz photo)

straight into a huge rock pile. Basically, most of the single-track up north is just so gnarly that if you advertise a "fun" ride and send a load of people down the trail, that you'll be hard pressed to get them back next year—assuming you ever get them back that day!

The Norumbega Trail Riders know this, and they don't fret over it. They just spend their time scouting out the rideable stuff, and

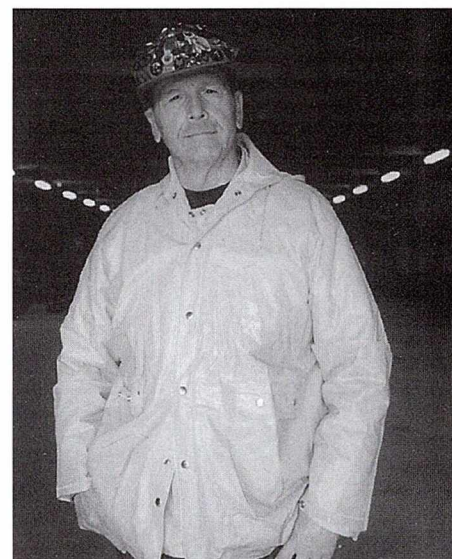
if they have to connect sections by running you down a road, so be it. You will spend some time riding dirt roads at the Ammo, but who among us won't admit that they like to sit down and take it easy now and then? How many of us like to sit down all the time? How about a show of hands?

But that's not to say that the Ammo is a baby ride. There's plenty of technical riding to be had, even if it is on an old abandoned cart road. We started off on Sunday morning straight into a wet, rocky stretch; just slippery and slimy enough to remind you that you have to steer the bike in order to survive. I had shod the KTM RXC with a brand new set of tires, and this time I left the DOT-approved rubber on the garage floor. A brand-new Dunlop 490 on the front and 695 in the rear proved to be the best choice for wet, rocky conditions, and I was loving it. Riding partner Jinxberry, on the other hand, was hating life. He started out the weekend bragging that his Metzeler Unicross front had 2000 miles on it, and "still looked good as new!" Looks

can be deceiving. On the rear he decided to try an ISDE Metzeler (ecology tire) that was in good shape but with a few miles on it, and neither choice agreed with the 620 he was riding. The front end skated around on the wet rocks, and the back wheel spun. After riding 100 miles with him, I'm positive he'll retire that Unicross, at least.

We started out on an old railroad bed, which is a great way to blow the cobwebs out in the morning. Naturally, we were tucked into a pack of two-strokes and at least one mad-demon four-stroke rider, and the Ammo was starting out to look like a pack race. Rather than being goaded into a high-speed chase on our dual sport bikes, we eventually backed it down and let the racers go on ahead. Our group was Jinxberry, myself and Dale Ploski, the mad mandolin player of Sturbridge. After stopping for the usual morning adjustments and the mandatory re-attachment of a flying skid plate, we were set to go.

After a quick off-road loop around center city North Haverhill, we headed up into the hills and started exploring the two-track and ancient cart roads ringing the east side of



Ray Ellis, trail boss and spiritual leader of the Norumbega Trail Riders. (Evelyn Lentz photo)

the Connecticut River valley. Nothing really pops into memory as being unusual in the morning. It was just good, fast cart roads that narrowed in spots to single-track, winding up and down and in and out of little towns and villages. The "lunch stop" was in the comparative metropolis of Littleton, where Route 93 intersects with Route 302. We had a little picnic next to a convenience store, enjoying the fine weather. As opposed to the rainy and grey Saturday we sat through, this day turned out to be per-

fect—65 to 70 degrees, clear and sunny. Beautiful day for a ride!

The second half of the ride took in most of the terrain west of Littleton and north of Route 302, and it started out more of the same fine cart roads through the trees. It was a shame to think that in three weeks or so this whole area would be ablaze with fall foliage, and riding through the "turned" leaves is an experience every trail rider should witness at least once, if not once a year. The positive side of our early ride, though, was that fallen leaves were not obscuring the many rocks on the trail, which can be a real hazard in the fall. Autumn leaves have drastically shortened many a wheel's lifetime!

We emerged from the woods after a time, and were treated to NTR's famed "Supercross Section," which is a section of power line trail that is liberally studded with waterbars. If you're not familiar with the area, I imagine it could be disconcerting; because one minute you're cruising through the woods as usual, and the next minute you have all these...jumps in front of you! Along with the waterbar jumps there are a couple of uphill, and that is where you find the guys who were sleeping and didn't attack. This was late in the run, but if you were still sort of fresh you could wick it up and have a ball leaping through the air (which we did).

We worked our way down from Littleton, through Lisbon, and were poking around following the route sheet around Bath, when we came upon the best trail of the day's ride. At one point we passed into obviously private land, and started following a single-track trail that was not to be believed.



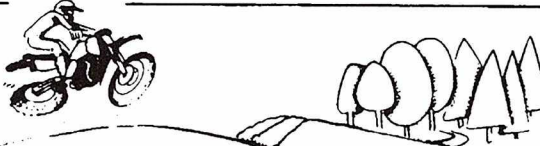
Mud, glorious mud. It came close to being a dust bowl, so we're not complaining. Actually, it was only muddy in the low spots in the morning.

It wound up and down through low hills and humps in the thick woods, and there was not a rock in sight. Yesterday's rain had built-in perfect traction, and it was time for roosting! We scrambled around all through this little valley, wishing the trail would go on for twenty miles. It was only a few miles long, but it was certainly satisfying anyhow.

From there we took the back road into Woodsville, crossing the namesake Ammonoosuc River for the last time, and then hooked a right and crossed the Connecticut River into Vermont. After a quick jog through the hamlet of Wells River the trail turned up into the hills again, now on the west side of the Connecticut River valley. This is a section all Ammo veterans should be familiar with. The trail follows a set of old logging roads and rough jeep roads through an old logging area and up to the ridge top. A little better than halfway across the ridge a scenic lookout affords a classic view of Newbury, Vermont, practically right under our feet, and off to the right you can even see the fairgrounds at North Haverhill across the river, and all our trucks parked and waiting.

Since the thought of hot food and coffee was starting to get more appealing than continued riding, we didn't linger at the view, instead we completed the route sheet by crossing the river just south of Newbury and zipping into the fairgrounds. The odometer said 107 miles, all of it fine riding and tons of fun. With visions of a spaghetti dinner and the smell of strong coffee luring us, we packed up quickly, paid our respects to the club, and headed south; pleased with a day well spent.

We've been to the Ammo in the rain, in the heat and dust, and now we did it under perfect late summer conditions, and it is always a good, classic New England trail ride. Make sure you note the date of next year's Ammo, and don't miss it if you crave a good time on your dirt bike. And if you want a perfect day, invest in a set of new tires. It'll make your day. □



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were soon winging their way; wrapped snugly in carpet padding and stuffed in two Rubbermaid containers from K-Mart on Airborne Express. We replaced all the aftermarket stuff with a call to Kevin's Racing in Norton, Mass. The rest of the stuff we had to get from Honda, which we ordered at a local dealer, McMahoons Honda. Since we didn't know what abuse the suspension had been through, we shipped the forks and shocks to John Roeske of Enduro Experts, for oil change, revalve, and new Progressive springs.

From Thumper's teardown and inspection, Rich got worse news than me, his top end was fried. Both bikes needed a bore and some clutch work plus miscellaneous seals and gaskets. Well, if you gotta buy a piston...we both opted for their new 300 kit.

A month later, with all the parts back we reassembled the bikes, rejettied per Thumper and set the sag per John Roeske. At two grand apiece invested, we had bikes that looked like new and ran like the proverbial sexually assaulted simian. The motors rev much easier and acceleration out of a corner is much quicker. The torque is still there and lofting the front wheel is easy now, not the handlebar yanking disappointment it used to be. As John promised, the suspension is supple over the little roots yet plush on the big hits without bottoming. The bikes have a different personality now, they sit up stiffer and respond more crisply. I can't wait to run another enduro with mine. The last one at Rew, Pennsylvania, that Honda tool bag hit me in the ass so many times you could have sewn a new one using the marks on my butt for a pattern.

We are still getting our receipts together and have yet to collect any damages but the

bikes are better than I dreamed they'd be and I have new faith in our law enforcement officials. I took a lot of harassment from the guys I work with about being robbed by "Kin Folk" and one particularly talented cartoonist made us famous on the company billboards (Rich and I both work at the same place). Some of it was at those Troopers expense, too, but all in all "them police fellers done me right proud" I just wonder how many other cops would borrow a four-

wheel drive truck off the National Guard to get up into that hollow where they had a tip the bikes were hidden, at night? And then they washed the bikes!

We've done some new security mods to the trailer so they'll have to work a lot harder next time, but in 25 years of riding this was my first stolen bike, so I hope it's the last. Same for Rich.

Now we know why cowboys slept with their horses. □

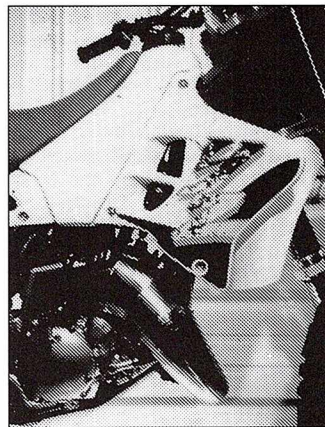
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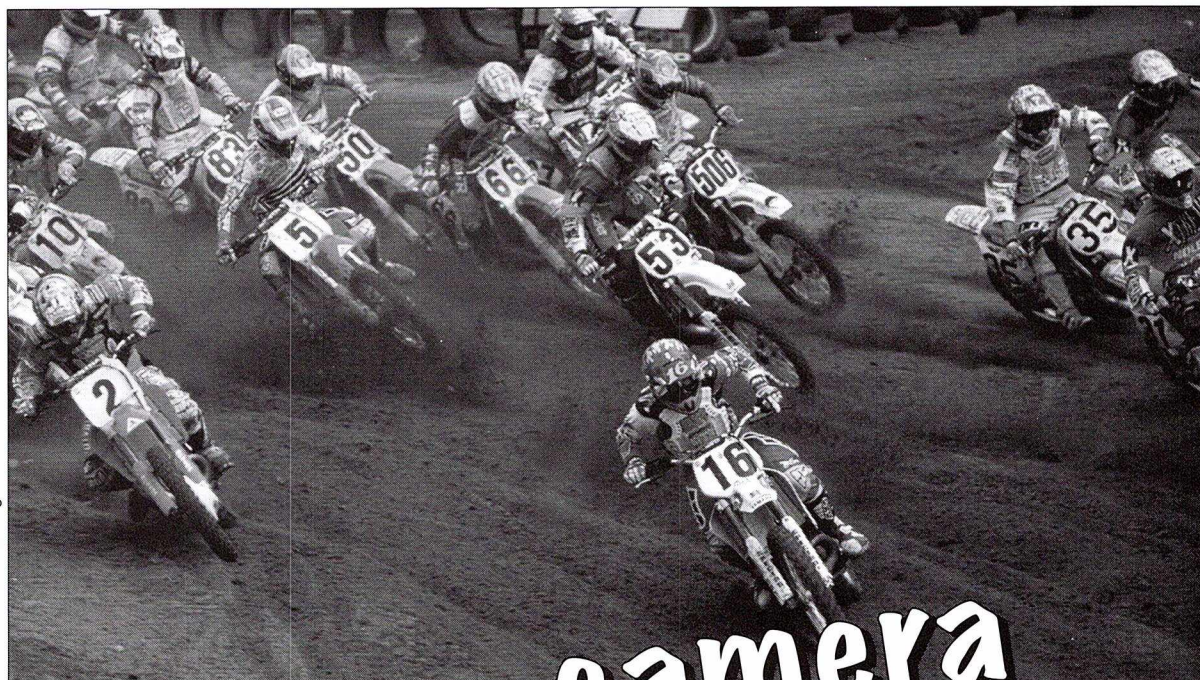


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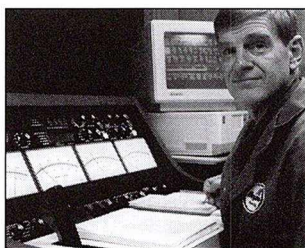


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CIRCUS MAXIMUS

The Great American Race: How to be humbled by an event without even entering.
A second (and final) look at the 1995 Nevada Rally

by Charlie Williams, photos by Mark Uth

Rachel, NV 8/15

Me, me, me! That's how my first 25 drafts of the Nevada Rally article started. How I did this and failed to do that, self centered and selfish, taking credit for others efforts. I have 20-20 vision but can't see beyond my own aura. This opening kept running into dead ends. Using my ten-gallon brain I could not string together a story of the caliber wanted by you or our editor (censor), Paul Clipper. The real story is about the efforts put on by the Acerbis crew, the racing teams, the press squad, the organizers, the helicopter support team, the persons who were in charge of lodging, the persons in charge of preparing meals for 200 people in six different towns, day after day.

I have to change my style and actually report facts instead of my usual reenactment of blunders and bloopers. Let me make one thing clear: I'm reporting the facts as I see them, so they may not be unchangingly true or even close to the real story. This is my interpretation of the Nevada Rally.

The day we left for Las Vegas was the day they announced the death of Jerry Garcia, a very dark day for millions of Americans. This may not have had any effect on your day, but just for a moment relax and give my ideas some thought. Now Jerry may not have been the world's greatest guitar player, and he certainly wasn't the best singer. You would not recommend his life path to your children, but he took what skills he had and stuck with it because he obviously loved his music, and the hippies knew he played from the heart. Could so many hippies be wrong?

Now relax, I'm not going to convert you. That scene is over anyhow, you've already missed that bus. But step back with an open mind and see a man who did what he loved. He was rich years ago and could have retired. He wasn't after top ten hits or even platinum records, he played because he loved his game. Edgar Casey wrote, "Do what you

love and the money will follow."

Enter Franco Acerbis. Jerry Bernardo had made up some shirts depicting Franco jumping a 1960-something motocross bike in the mud. I don't know if Franco ever won a world championship or even one trophy, but I do know that he has been involved in bikes far longer than a passing fad. He is involved in motorcycles because he loves it (do you see the parallels I'm creating?).

Acerbis may have never been the world's best rider but he stuck with his game and has been able to brain-child one of the most awe-inspiring motorcycle races of our time. "Do what you love and the money will follow."

Enter Johnny Campbell: With the amount of effort put forth by him he could have single-handedly built one of the Egyptian pyramids. You could not pay a man enough in gold or jewels to do the work it would take to win the Acerbis Rally. You have to find someone who loves motorcycles so much they will do the work for free. Hats off to Johnny, Davide and all the other riders who must love motorcycling as much.

Enter the press team: Here are some unsung heroes. Up every morning at 4 AM, drag around in the dust all day trying to get one good picture, drive hundreds of miles, interview foreigners, and the whole event is reduced to four pages with pictures. Any of the journalists could write a volume on each day's events if they were given the room. Here again you could not pay someone to do this job. The journalists must love their game too, at least the ones who were there the whole time. Some press people didn't show up until the last day. You know who you are, and you should be ashamed not to have more time in your busy schedule for Franco Acerbis and the world's greatest race.

Enter the machines and the mechanics:
Rally is really Italian for Money, butt-loads of



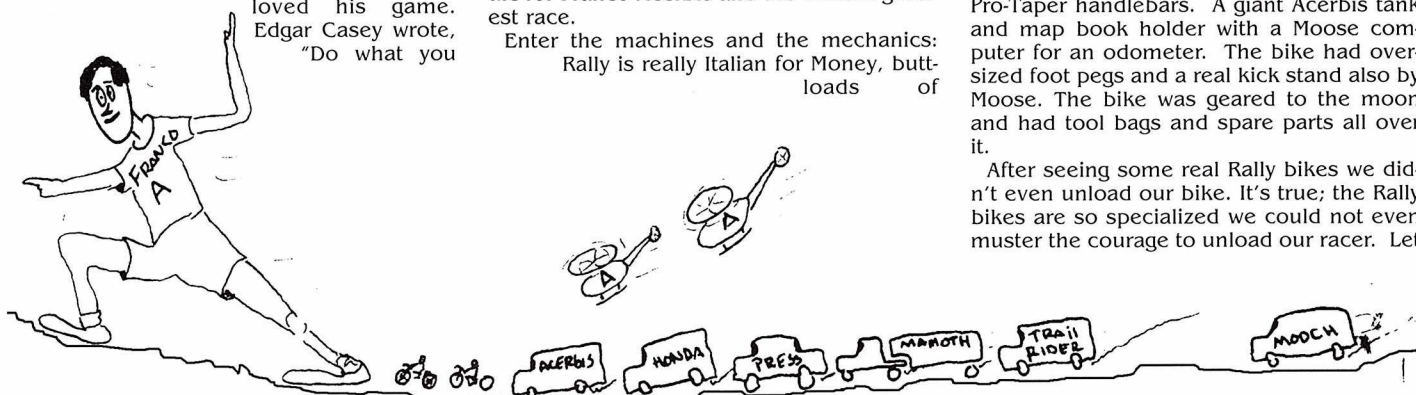
Last year's winner, Alain Olivier (left) didn't compete after spending the summer battling a broken leg and bone infection. Instead he helped out the French Challenge 75 team and rode his mountain bike.



Myself and Lab Rat, behind the Team Mooch rally machine. I found more pure joy in not entering the race as anything I've ever done.

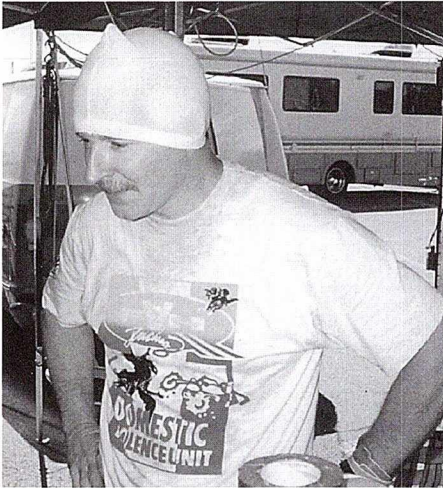
money. Team Mooch had a 1995 XR600 with the forks done by Moose, complete with heavy springs. We had a Braking disk up front, an FMF pipe and spark arrestor, taller firmer seat foam by Thumper Racing, Pro-Taper handlebars. A giant Acerbis tank and map book holder with a Moose computer for an odometer. The bike had oversized foot pegs and a real kick stand also by Moose. The bike was geared to the moon and had tool bags and spare parts all over it.

After seeing some real Rally bikes we didn't even unload our bike. It's true; the Rally bikes are so specialized we could not even muster the courage to unload our racer. Let





Photographers bow down before the guys who turned the rally into a race: Trolli, Campbell, Peterhansel. "We are not worthy! We are not worthy!"



Our leader Clipper just before his lame attempt at rally riding. He discovered that a Filter Skin makes a dandy cap on those bad hair days.



Like a wild animal, running free at 100 miles per hour. Nevada is the only place a race like this could happen. You have to see it to appreciate it.

alone the \$2,270 entry fee plus what the support crew would have to endure. The driving route for the support crew was over 1500 miles. You would need a team with no less than four people, minimum. First you need a rider who could. Then you need a truck for the daily pit crew to get from gas stop to gas stop. The other teammates who have been up all night working on bikes drive another truck to the next town and check into the motel and gets some rest before the riders return and the maintenance thing starts all over again, all night long. You need a person just to run errands and go shopping and make sandwiches. You might as well include a photographer to

document the most expensive week in your life, and while you're at it a masseuse to ensure your body can finish. Minimum.

Team Honda won, yes, both the race and the Most Together Team. Two great big box trucks housed a dozen workers and about eight bikes. Total commitment by Team Honda. Thank you for all your efforts, I only wish other manufacturers could afford the stakes in this expensive game. The next coolest team was from the California snow

ski area Mammoth Mountain. They had two giant trailers pulled by big trucks. They had three riders in the race all on immaculately prepared XR Hondas, with all matching stuff down to the grips; their team had personalized T-shirts, seat covers and riding gear. First class in an already expensive game.

KTM was there helping get their riders ready, but when the race started half the mechanics booked the scene and the riders were nearly on their own. You can't blame them; it would cost thousands of dollars to send a KTM support team to follow the rally. Sunset Tours rented several bikes to riders (mostly KTMs), and it looked like they did a pretty good job keeping their guys going. At first I thought their prices were too high, but after seeing what really goes on it was a bargain at any price.

Then there are the guys and girl who took on the adventure with just the help of family and friends, or right now ex-family and ex-friends. Too much work for just motorcycle fans. Everyone involved in the Rally have to be true lovers of motorcycle and the games we play.

After a short pow-wow with Clipper, Mark Uth, and my sidekick Lab Rat, it was decided Team Mooch would not enter the rally, but tag along as important contributors to Trail Rider Magazine. This was not an easy decision. Mooch had already put forth a huge effort just to get to the Showboat Hotel, but it was time to cut our losses, fold our hand. In a gamblers town "you gotta know when to hold them, know when to fold them." (If you recognize these

lyrics go back, re-read the part about Jerry and try to replace that Kenny Rogers line with a good Jerry line, like "Don't ya let that deal go down, wait until that deal comes round".)

At 1:00, Thursday prior, a press meeting was scheduled. Clipper had arranged for Lab Rat and I to get the special black wrist band that allowed all types of special privileges. We met 15 other international journalists and media spokespersons for a multi-language press briefing with the Acerbis communications department. Pens and pencils took notes in unknown languages, the whole time Lab Rat and I sat totally stupefied after 42 hours of straight

driving. Our lower lips and chin areas were stained black from hours of coffee slurping, tobacco spitting and jerky eating. We looked like ventriloquist dummies waiting for our master to come slide his hand up our backs and take this stupid look off our faces and make us do witty charming deeds. The only time our expressions changed at all was when the beautiful Francesca translated into my language "We have gifts for you."

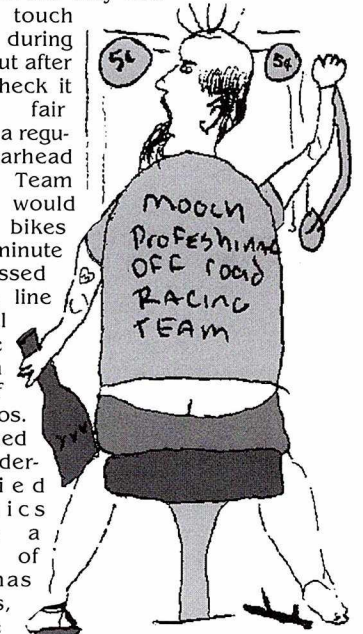
We lined up behind the others and marched single file out of the room each person being laid-on of the goods. Team Mooch accepting gifts. I must be hallucinating, better get some rest.

The race started without us. We had slept in the truck and thought the noise of 80 dirt bikes would wake us up, but we had stretched our night out at the nickel slots and only woke up when the temperature in the van reached a point where we popped out like toast out of a toaster. The freak rain storm from the day before had loosened a deep urine smell around our camp, and we sat in the sun sweating and gagging while trying to wake up. We were the only evidence there had ever been a motorcycle here in the lot of the Showboat. That bus had left town. We stumbled northwest out of Vegas to Tonopah, hours behind the last spectator.

When we finally got to Tonopah, there were bikes in front of every motel stripped down to the frame. We figured these bikes had broken down and were being disassembled for the ride home. "Man look at all the bikes dropping out, we should have entered the race and hoped for a high attrition rate like this!" Little did we know these bikes were still in the race, they had run their 350 miles for the day and now were being massaged by their team mechanics, while the riders rested watching one of the two channels here on Tonopah TV (No, they don't get ESPN2 either).

This kind of bike maintenance would go on all night long, all week long. There is a nice twist to the Six Day format where you can only work on your bike for ten minutes in the morning. This was more than enough time for me to do all my maintenance. But here on the rally trail, the rules are different. The rider is the only one

who can touch the bike during the day, but after the last check it becomes fair game and a regular gearhead heaven. Team Honda would work on bikes from the minute they crossed the finish line to well after we had been run out of the casinos. We watched some under-qualified mechanics work on a couple of Husqvarnas for hours, they were



attempting to remove and remount some Mousse tubes. I walked over to offer some advice but the beer bottle in my hand drew away from my credibility, not to mention we couldn't translate a word of the other guy's language. "Church key?"

"Up a dup a dup a dup, le bup a dup? No speak, a dup a dup a dup?"

That's the problem with these international events, too damn many foreigners. And I don't just mean Californians, there were real foreigners here. "Keep a eye on the dog around the Korean camp, Lab Rat."

The circus left town again the second day without us. Riders were having to get up at 4 AM with a start around 6 AM or so, a total living hell if you had been out gambling all night like we had. We knew our repeated tardiness might raise some eyebrows among the more devout rallyists, but we are trained professional journalists, after all. Chasing down the story relentlessly every night can sap a man of his energies, and we were determined to keep our strength up as the rally progressed. Pretty soon we were back on the Rally trail; hours behind, of course, but headed to the next pleasure point: Elko, Nevada.

By some twist of fate, pro motocross guy Mike Healey was in town teaching a motocross school. Lab Rat recognized his tattoos and quickly introduced himself as one of his biggest fans. Mike said "Yea, right." Lab Rat started reciting Healey's list of accomplishments. 1990 World Championship Grand Prix Series, second place on a privateer 250 KTM.

Then he landed the prestigious Chesterfield Suzuki ride, then the 1995 Dirt Bike magazine tattoo champion. Healey was impressed and plans were made to meet later at the pub. Jerry Bernardo handily won the pool tournament, a pool hall is totally his element. He was elated with himself and laid face down on the pool table doing some writhing humping fish imitation that made us laugh and everyone else stare.

Next door was a strip joint. We went in, we drank booze, we made fools out of ourselves. Healey won a contest with his dancing style. He pulled his baggy jeans way up over his belly, hips thrust forward, dancing around in his big black army boots. Wallet chain swinging back and forth. The girls could not compete. They stopped dancing and started watching Mike on his tirade. Even funny man Bernardo was impressed,

as he stood back and watched Healey take over the bar.

Three days later we caught Bernardo using Healey's dancing moves for his own benefit. That was something I didn't realize about the press; all the material thieves on the prowl. Lab Rat and I could not tell our funniest stories for fear they would

be stolen. Even now Paul is editing this piece, no doubt stealing the very best words for himself. Oh, he'll re-arrange the order of them, but you look close: most of them have been used before.

Three days later, back at the Showboat for the finish, we catch up with Franco and the Acerbis crew. They look no worse for wear. Bernardo says in his Boston accent that "I'm going to buy Cha-lee an ion for Christmas."

"A what?" we reply.

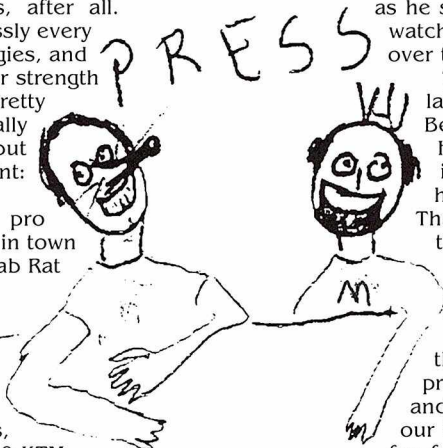
"A ion, a ion, to ion his shirt! Look at him, he looks as wrinkled as the skin under Sister Mary's underwear band!"

Why me? I'm certainly not the only Keith Richards look-alike in the crowd. Sure, some of us have the look of circus workers, but fatigue is in everyone's eyes. It is too bad that you don't change colors or something when you get tired. That way someone could tell just how tired and stressed you are at a glance, and not have to engage in contact with you or look into your eyes.

Clipper rides up on the finishing podium, around 30th place or so. Franco sticks a microphone in his face, Paul smiles and nods his head up and down.

Franco says, "Take of le helmet, we have a word wiff you."

Paul reaches up with his gloved hands, he has forgotten that you cannot undo your helmet with gloves on, he pulls one glove off and reaches back at his throat with the still gloved hand. Realizing his mistake, he pulls the other glove off and sticks his swollen, numb fingers up at the strap. His fingers would not move. He gouged at his neck a few times, then tried to remove the helmet without undoing the strap. Someone else reaches in and deftly unfas-



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tened the helmet, then tears the ears off his head. Paul just smiles. The ears? Trivial compared to the rest of his ailments.

Then the microphone in the face. "Speak! Let the world know how exhausted you are! Sure, you look fine but inside we know you are a changed and different man! If you indeed change color with fatigue, Paul, you would be Husqvarna yellow, but alas you look normal. Open your mouth and show everyone how frazzled you are!" Paul just smiles and nods his head. Franco dumps a bottle of Italian spring water over Paul's head, very little reaction is registered. Paul's only defense is to squint his eyes and slightly hunch his shoulders. Franco beats him about the head and body with the bottle, drawing blood. Still no reaction from the numb Clipper. The microphone back in his face, "Tell us Paul, how do you feel?"

In his very best Italian, Paul says, "The cat is hot and on the roof."

The crowd goes wild. It is evident this man is bent beyond the breaking point. This pleases them; the crowd has more the feel of a bullfight crowd than a motorcycle racing crowd. Out for blood, "Kill him!" they chant.

Franco knows better. Let this one go and catch him again later. Kinda "catch and release," using humans for sport. Wow, what a sport, because as far as rallies go the Nevada Rally is a easy one. Paris-Dakar is something like four times as long with a \$25,000 entry fee. Then there was a rally in China and Siberia, or something like that, it was 30,000 miles long, camping the whole time.

"Zo Paul, how do ze feel?"

"Tired, I'm real tired, and glad the rally is over. Glad I finished."

"Ha ha ha!" laughs Franco. We have beaten another man with our little game! A game so big it beats down entire professional teams! It defies manufacturers with its high costs! It certainly can beat down a two-man crew from Trail Rider!

I felt good about standing there at the finish line. I know I never want to ride an endurance race. This feeling is better than wanting to ride and not having the chance, because it is a choice, not a chance. Paul assures me he does not want to do it again, he is very glad and proud he did it once, but a second time? Everyone agrees they want to come back and watch.

You don't really get to watch a rally as much as you get to be involved in a rally. You are part of a roving circus. One day we could see bikes crossing the valley floor ten miles away. All you could see was the dust cloud kicked up at 100 mph. It looked like a wild animal running free across the beautiful Nevada desert. In a sense it was a wild animal, driven by something inside the beast. Driven by the same force that perhaps drove Jerry Garcia to keep on truckin'. Driven by the force that prods Franco to spend \$100,000 hosting the rally. Driven by the force that makes me drop everything and chase after the Great American Race. Am I the victim, or the crime?

If you really love your sport then you had better start making plans to attend the next rally. Because, like a wild beast, its future is endangered. As soon as the government finds out how much fun we are having they will shut us down. So my advice is to catch that bus next time it comes around, or you might just miss your chance forever. □

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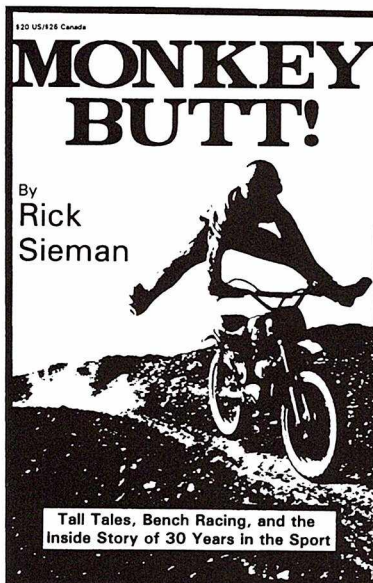
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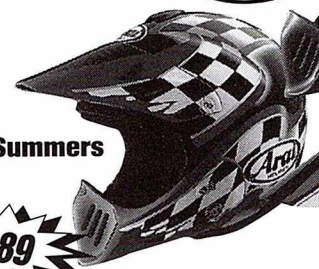


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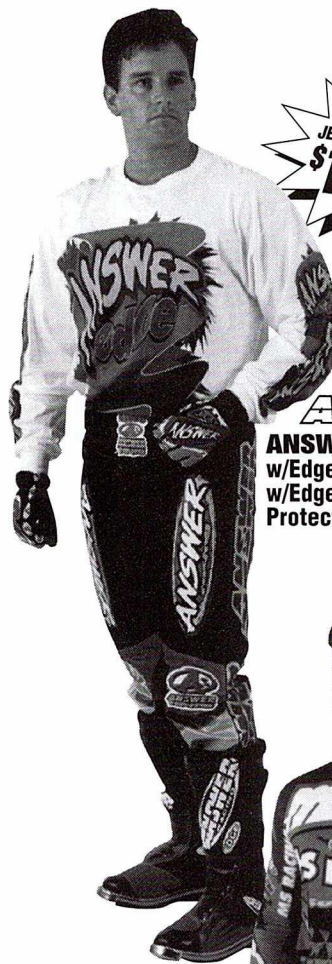
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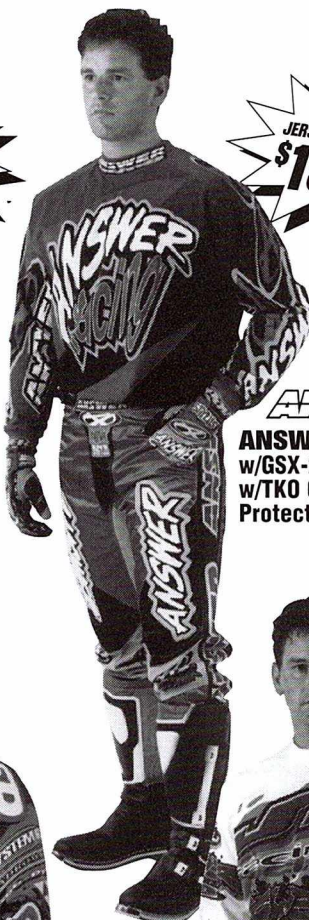
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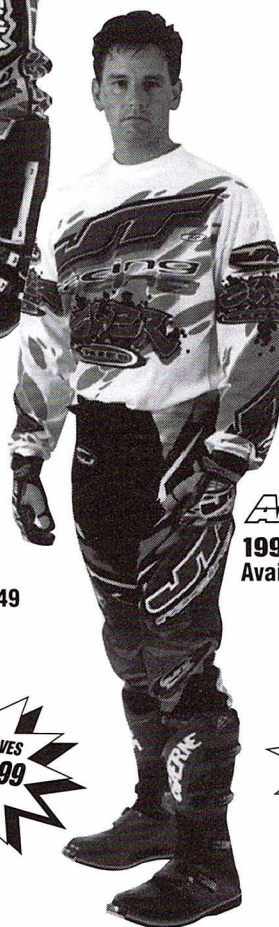
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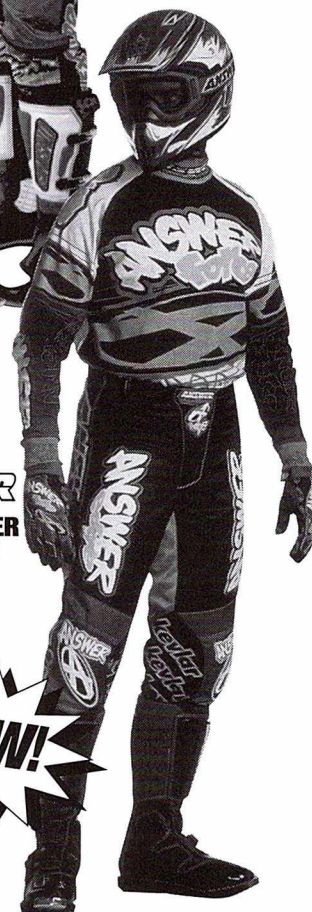
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Hard-core riding in the hard rock canyons of Pennsylvania

by *Jungle Dave*

Middlebury Center, PA 8/6

The Canyon. Big steep rock-infested hills. Deep dark scary woods. What could be better for a true hard-core enduro? How

The festivities started with the weather cooperating, no rain and mist, that would give way to full sun by mid-morning. The dedicated Moffett and crew laid out a premium, albeit brief, natural grass-track motocross section to warm up the participants. This was the best spectating and photo-ops of the day. Riders were arrowed into the woods after four tenths of Bob Hannah impersonating.

The first check came quickly at 3.6 miles out, clipping a point or three from all but Jack Lafferty Jr., Chris Smith, Drew Smith and Mark Spence. The course, except for a mile plus dirt road section at 8.3, was all trail up to the day's first of two gas availables. Check number two came at 17.2 on the route sheet followed by an eight minute pause. The next check was a check-in, with an odometer reading

of 20.4 clicks.

Our four heroes all were carding zeroes up to this point when the Smith brothers, both riding on lucky minute thirteen, missed a corner. This allowed Lafferty, competing on number fourteen, to smoke into the check-out with one point dropped and nearly flattening the picture dude the way he flattened the check crew's sign. Spence and the Smiths all posted twos. McHale, Reder, Shenigo, Stankiewicz and Tomasello also kept pace and were clipped for a pair. Immediately following this check at 27.7



Mark Spence came up from Virginia, and proved he can ride in the rocks. He took the overall win, his second ECEA win in a row.

about a good hard rain on Saturday before the event? Sounds good to us, we're there!

As we pointed the TR limo west, the storm was moving east. All we observed in passing were scattered showers. Upon arrival, Trail Boss Mark Moffett informed us that it had been raining all day. This should prove to be interesting. The Canyon Riders Motorcycle Club has a picturesque setting from which they put on their run. Located in the north central part of Pennsylvania outside a small town called Middlebury Center (That is O-3 on your tour map) is the Unadilla-like camping and sign up area.

Mr. Moffett is from the old school. The Dick Bursleson You'll Do It And Like It School of Enduro Racing, that is. The route sheet confirmed that time keeping trickery would not play a part in his race. The one and only reset was at milepost 80.0, with the day's final known control 84 miles out. Several well-placed pauses were used at gas availables and after points takers to keep everyone in sync.



The Smith Brothers, Drew and Chris, occupy themselves at a gas stop. Nice bloody elbow, Drew.



Jack Lafferty had the pressure on, but missed the overall by a handful of seconds.

was the gas available and a 25 minute pause.

The riders encountered check number five, a start control, at mile marker 34.3. This was the beginning of a grueling sixteen and a half mile section with back to back checks. There was no breathing room allowed between them. The trail was located mostly on top of the mountain where dirt was scarce and rocks were in abundance. Leading the pack, riding on minute number two, Mark Spence was able to zero both checks six and seven. Jack Jr. tallied one late point at six that he carried over to check seven and was garnished with one more. Notably, Larry Poplin and Jeff Kirchner both fared well with one, then two late points.

Riders were granted a respite at 51.3 miles out with near back to back thirty minute pauses, and the last gas available. Trail boss Moffett planned well as some B and large amounts of C riders needed this to remain on time. Fast A and AA guys were seen changing tires and stretching sore limbs during the layover.

The eighth check of the enduro came during a 12mph section that caught a few



South Jersey flash Johnny Robbins took the High Point B on his KDX. He'll be causing trouble for the A riders next year.

people asleep at the bars. Of these, Drew and Chris Smith fared the worst, being nailed for twelve and seventeen hot points respectively. Chris wiggled out and went into hare scramble mode. Drew, always the competitor, used the extra time to zero the remainder of the course. The battle between Lafferty and Spence continued through check nine, where each contender again dropped another point.

Only a handful of racers were able to zero the next checkpoint at 72.8. The dice were heating up and the fun was about to begin. Mile 79.6 saw the beginning of a well groomed, brush-hogged and dished, no less, corn track. Hidden within was the day's final check. Mark Spence overcame near disaster when his bike's plug started to foul. "It wouldn't run below four thousand R's, then all of a sudden it would hit" Mark stated afterward, "I was really lucky to keep it running." This still cost the amiable Northern Virginian a point, while the other speedy guys were able to check in on time.

When the fat lady sang, it was Mark Spence claiming the overall victory, besting Jack Lafferty Jr. by 32 tie-breaking seconds. Both competitors dropped four points with Spence's 34 seconds topping Lafferty's 66. Jeff Kirchner's ten, Brian Russell's twelve and Craig Shenigo's thirteen rounded out the top five. Spence's victory, coupled with his win three weeks ago at Foggy Mountain, proved that he is a force to be reckoned with in the rocks. Vet rider Kirchner, with his ten point score, was awarded Hi-point A honors. John Robbins bid farewell to the B class by taking the Hi-point B trophy with his score of 16/215. John's nearest competitor, Mark Hummel, topped the four stroke class with 20 late points. The C division showed Lewis Bolopue, with his score of 37, handily beat Tompkins in the 125/200 class and Zabroski in the Open class, both of whom carded 42's.

Mark Moffett and the Canyon Riders MC must be commended for working extremely hard putting on this year's run. The small amount of active club members is supplemented by numerous volunteers, who, without their gracious help and assistance, none of this would have come together. Everyone

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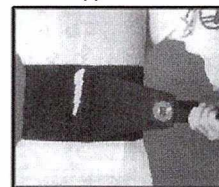
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involved put in long hours and this hard but quality race was made even better with almost forty miles of new trail! 208 contestants started the race with less than 10% DNFing. Best of all, only a few minor sprains were reported. Congratulations to the winners, and thanks again to the Canyon Riders MC for hosting a good old fashioned enduro. □

Canyon Enduro

Mark Spence Kaw 4

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Jeff Kirchner Kaw 10

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John Robbins Kaw 16

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Lewis Bolopue Suz 37

High Point C

AA

1. J. Lafferty Jr. Hon 4

2. H. Stankiewicz Kaw 14

3. C. Cossaboon Kaw 15

4. R. Shirk Kaw 16

5. M. McHale KTM 17

A 125

1. G. Davies Yam 21

2. D. Smith Hon 25

3. M.D. Spencer HUs 29

4. B. Agonis G-G 45

A 200

1. R. Mohn Kaw 15

2. J. McCommon Yam 23

3. M. Marcin Kaw 26

4. C. Seely Kaw 33

5. J. Moyer Kaw 35

A 250

1. B. Russell Suz 12

2. C. Shenigo Yam 13

3. S. Ober KTM 23

4. L. Poplin Suz 24

5. J. Botsford Yam 24

A Open

1. B. Culbertson Hon 19

2. D. Spencer KTM 21

3. R. Heins KTM 23

4. C. Tenney KTM 27

5. D. Nicoloff KTM 30

A Veteran

1. T. Reder Suz 14

2. A. Tomasello Yam 14

3. J. Gunselman Yam 17

4. J. Vincent Yam 19

5. E. Quietzsck ATK 28

A Four Stroke

1. D. Groff Hus 15

2. B. Yurky Hon 21

3. B. Crone Suz 23

4. D. Russell Hus 31

A Senior

1. C. Smith KTM 19

2. S. Wolf Yam 27

3. D. Shirk Kaw 27

4. J. Lynn Yam 33

5. D. Rohrbaugh ATK 41

A Super Senior

1. J. Lafferty Sr. KTM 31

2. J. Lojak Yam 35

3. R. Fliegau Hbg 38

4. R. Wickersham Yam 41

5. C. Stapleford Kaw 42

B 125

1. R. Ferman Hus 37

2. C. Copeland CRE 46

3. S. Fox KTM 49

B 200

1. D. Moorehouse Kaw 43

2. M. Lagola Kaw 46

3. M. Scheffler Kaw 55

4. G. Sigler Kaw 61

5. M. Cibuls Kaw 68

B 250

1. K. Tompkins Kaw 21

2. P. Wright Suz 30

3. G. Eggert Hon 30

4. D. Maco Suz 32

5. M. Moyer Yam 34

B Open

1. R. Kline Hon 22

2. C. Fliegau KTM 25

3. M. Sherwood KTM 30

4. J. Farrar KTM 32

5. R. Stapleford KTM 35

B Veteran

1. R. Wychunas Yam 35

2. M. Bianco Yam 35

3. R. Hartman Suz 38

4. S. Dagrosa Yam 44

5. J. Kelly Suz 46

B Four Stroke

1. M. Hummel Hon 20

2. J. Wallace Hon 31

3. T. Shepps Hon 37

4. S. Clark Hon 37

5. E. Galassi Hon 41

B Senior

1. B. McChesney Hon 37

2. M. Pratola Suz 67

3. R. Egberts KTM 92

4. R. Schweitzer Yam 98

5. B. Shugart Kaw 101

C 125-200

1. S. Tompkins Suz 42

2. R. Ohl Kaw 45

3. S. Jamison Kaw 74

4. M. Adams Yam 84

5. J. Shainline Kaw 92

C 250

1. M. Sigetz Suz 45

2. T. Rehrg KTM 46

3. L. Hopper Yam 64

4. G. English III Suz 76

5. D. Barnes ATK 79

C Open

1. K. Zabroski Hus 42

2. R. Johncox Hon 80

3. E. Carlson KTM 203

C Veteran

1. R. Howard Suz 55

2. M. James Kaw 71

3. W. Kuzel Suz 75

4. N. Mantzoros Hon 80

5. R. White KTM 82

Masters

1. J. Galie Yam 118

Dual Sport

1. R. Hobbie ATK 75

2. C. Fisher Hon 170

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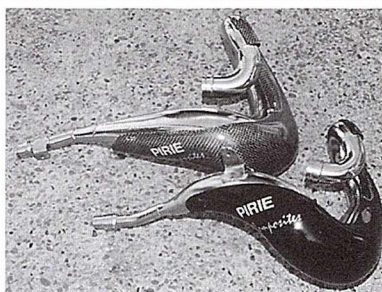
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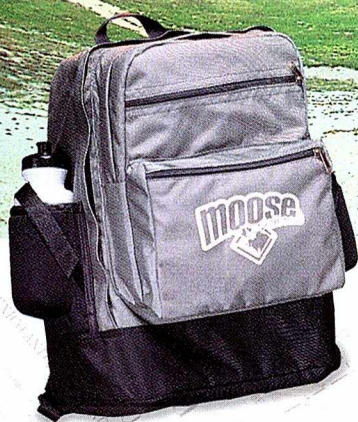
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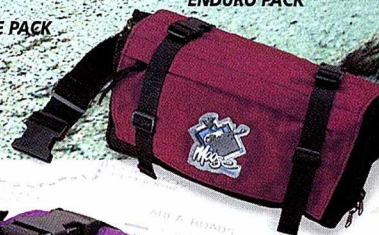
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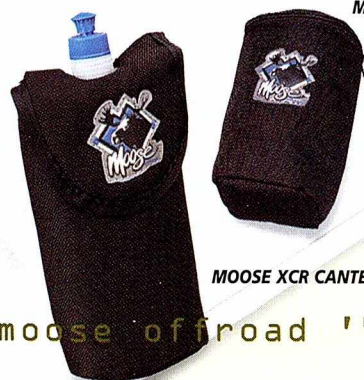
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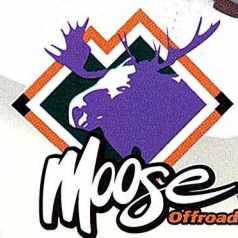
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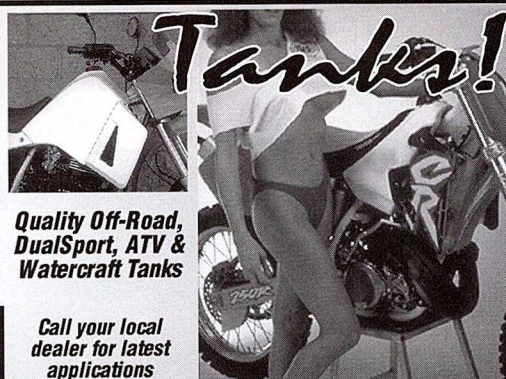


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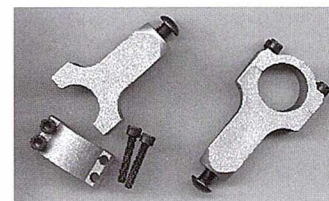
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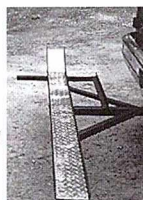


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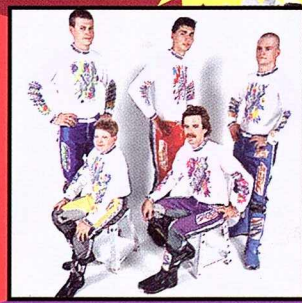
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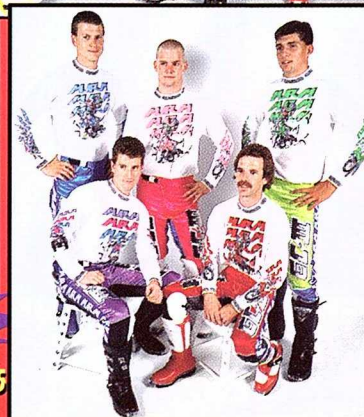


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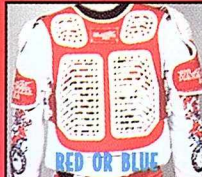
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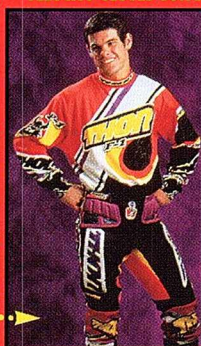


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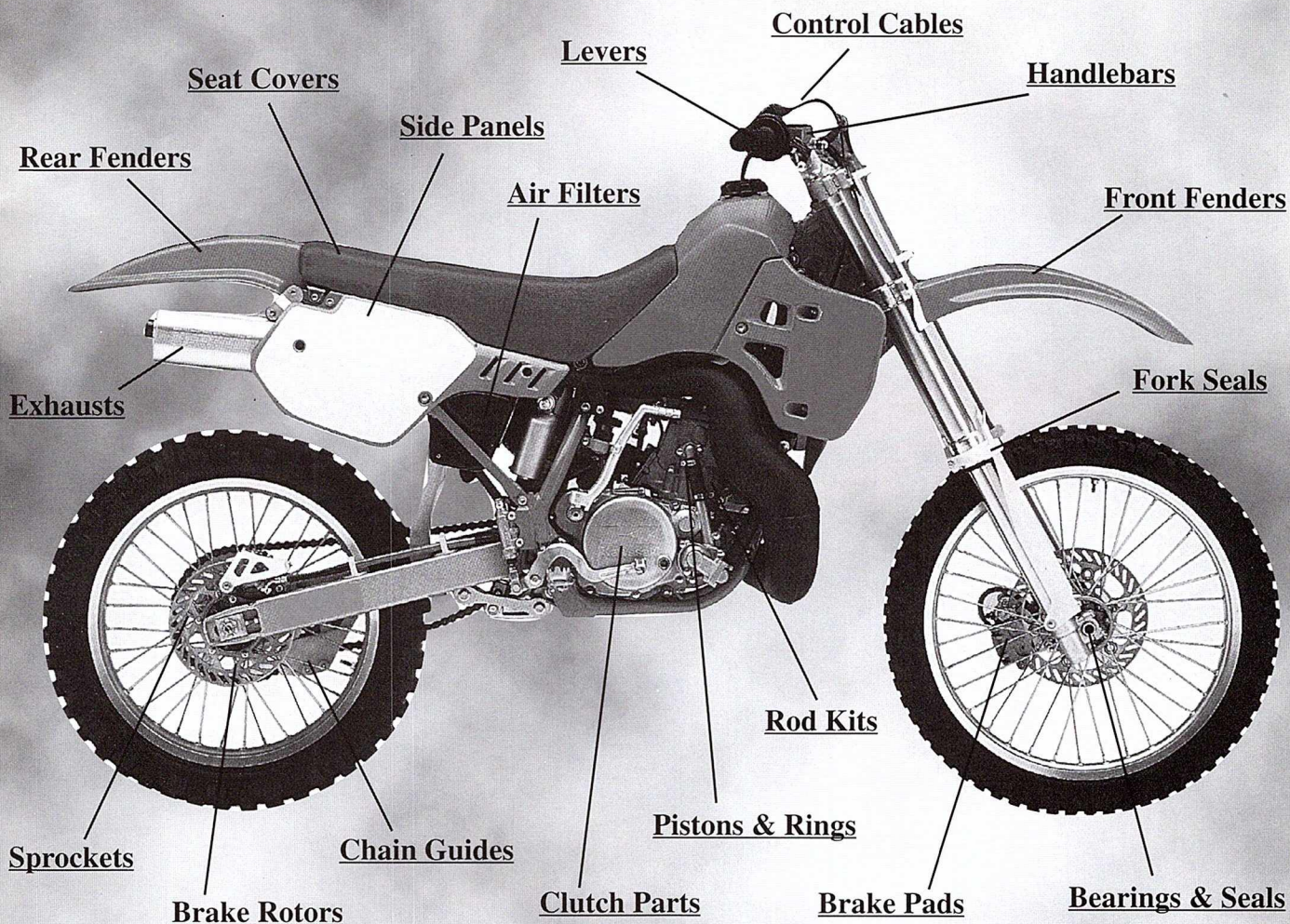
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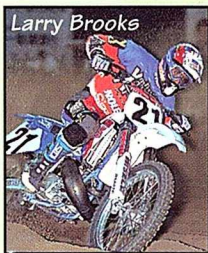
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